



## CAUTION.

Several SHOPKEEPERS of apparent respectability, for the sake of gaining a trifle more profit, basely attempt to impose their *pernicious compounds* upon the public as the real "MACASSAR OIL" for the Hair, and "KALYDOR" for the Complexion; they copy the bills and labels of the original articles, substituting either a *FICTITIOUS NAME*, or the word "GENUINE," in the place of "ROWLAND'S."

To frustrate such imposition—it is necessary in purchasing either article, to see that the word "ROWLAND'S" is on the wrapper.

### ROWLAND'S MACASSAR OIL.

for the Growth, and for Beautifying the Human Hair.

Price 3s. 6d.; 7s.; or Family Bottles, (equal to four small,) 10s. 6d. and double that size 21s. per bottle.

\*To ensure the genuine article, the words "Rowland's Macassar Oil" are engraven on the back of the label nearly 1,500 times, containing 29,028 letters—WITHOUT THIS NONE ARE GENUINE

### ROWLAND'S KALYDOR

for the Skin and Complexion. Price 2s. 6d. and 8s. 6d. per bottle.

### ROWLAND'S ODONTO,

OR PEARL DENTIFRICE,

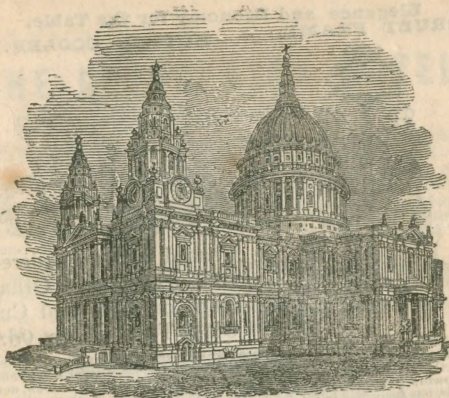
renders the Teeth beautifully White, and preserves the Gums  
Price 2s. 9d. per box, duty included.

NOTICE.—For the protection of the Public from fraud and imposition, the *Honourable Commissioners of Her Majesty's Stamps* have authorised the Proprietors to have their names engraven on the Government Stamp which is affixed to the KALYDOR and ODONTO, thus—

"A. ROWLAND & SON, 20, Hatton Garden,"

⚠ All without are spurious Imitations.—Ask for "ROWLAND'S" Articles.

Sold by them, and by Chemists and Perfumers.



## DAKIN & COMPANY TEA MERCHANTS

We would especially recommend to the inhabitants of the kingdom at large,

*Our fine full flavoured Black Tea at 4s. per lb.*

*Our full Pekoe and Souchong Flavoured Tea at 4s. 4d. per lb. and*

*Our finest true rich Congou at 4s. 6d. per lb., which is an old fashioned fine Tea, such as the East India Company used to bring over.*

All these Teas will give great and general satisfaction. [Prices.

We also supply all the rare Teas imported at equally moderate  
Coffees mellow in ripeness and richness of flavor at 1s. 8d. per lb. or 12 lbs. for one sovereign.

All orders sent by post will receive the greatest care and attention, if accompanied by a respectable reference or a Post Office order. Shopkeepers and all large consumers may at all times be supplied with any quantity of chests or lots of Tea, and all purchasers will be allowed 1 lb. on every 30 lb., as overweight.

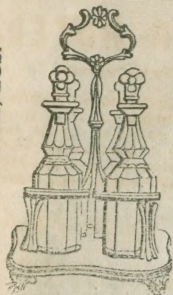
Orders from the country will be forwarded carriage free.

The visitors to London are fearlessly assured that they may save a considerable portion of their railway expenses by purchasing their Teas and Coffees at **No. 1, Saint Paul's Churchyard**, which is in the very centre of England's metropolis, and a position more easily identified than any in London.



Elegance and Economy for the Table.  
CRUET FRAME. BUTTER COOLER.

4 Cut Bottles, 28s.



Chased Scroll Bordered  
Butter Dish, with Orna-  
ment on Lid, and Cut  
Glass Tub, £1 7s. 0d.

SILVER SUPERSEDED, and those corrosive and injurious Metals, called perfectly matchless ALBATA PLATE, C. WATSON, 41 & 42, BARBICAN, and Metals, has succeeded in bringing to Public Notice the most beautiful article ever yet offered; possessing all the richness of Silver in appearance, with all its durability and hardness—with its perfect sweetness in use, undergoing Metals is entirely extracted—resisting all Acids—may be cleaned as silver Table Spoons and Forks, Fiddle 16s 6d doz. Threading 30s 0d King's 35s 0d

Dessert Ditto Ditto 12s 6d " Do 25s 0d Do 28s 0d  
Tea Spoons 5s 6d " Do 12s 6d Do 12s 6d  
Sugar Tongs 1s 3d " Do 3s 0d Do 3s 6d  
C. Watson's will understand that this Metal is peculiarly different from all others—on its intrinsic merit alone he wishes it to be tested, and from the daily increasing eulogiums he receives, he is convinced that nothing can prevent its becoming an article of universal wear. C. Watson's handsomely ILLUSTRATED CATALOGUE and PRICE CURRENT, is just Published, and Families who regard economy and elegance, should possess themselves of this useful Book, which may be had GRATIS, and Post Free from the above Address.

TEA TRAYS, TEA URNS, KNIVES & FORKS, DISH COVERS, &c.

A set of three Paper Tea Trays, including the largest size made, 35s. very richly ornamented all over, 50s a set of three, and up to £14—Japan Tea Trays, 7s 6d a set, and upwards—A five quart London-made Bronze Tea Urn, 35s, with the newest patterns up to 5 guineas—A set of six patent raised London-made Dish Covers, 18s 6d—Best imperial raised, 35s 6d, set of six—Elegant silver shape, 52s 6d, set of six.

Ivory Table Knives, 11s per doz, Desserts, 9s; Carvers, 3s 6d per pair.

33-inch handsome Balance handle	Table	Dessert	Carvers
4-inch Balance handle, largest and best made	18s doz.	14s doz.	6s 6d pr
Ditto with Watson's Albata Plate Handles,	20s	16s	7s 6d
equal to Silver	22s 6d	18s	8s 6d

41 & 42, Barbican, & 16, Norton Folgate.

# THE GLOUCESTER HOTEL,

Piccadilly and Berkley-street, Berkley-square.

T. and F. DALE respectfully inform Gentlemen and Families, that they have been enabled, by taking the Three Kings Stables, to build a commodious stone staircase, several new rooms, &c., so as to make the Apartments for Families *en suite*; which, together with its lively and airy situation, and moderate charges, they trust will tend to promote the comfort and convenience of their Patrons.

Clarence and other Carriages; Horses to be Let on Job for any period; Livery, &c.

N.B. Post Horses to or from either of the London Railway Stations, at 10s. 6d. including the Post Boy.

ELECTRICITY.—To this science we are indebted for some very valuable discoveries in the purification of metals during fusion. I will repeat the experiment by again passing the current of electricity. You perceive how instantaneously the pure and the impure particles are separated. This is accounted for by what I have just explained as to positive and negative attraction. But it is not only for the purification of metals that electricity is a powerful and mysterious agent in the hands of science; it extends to their atomic combinations also. This was discovered about eight years since by Mons. Watson, a Londres; and to it the world is indebted for his simulated silver, called "Albata" (argent de Londres, designe par le nom d'Albata). No patent was taken out for this process, as the specification would have declared the method to competitors; but it has been kept a profound secret, and a large fortune is being realized by the inventor, through the manufacture of every article formerly made only of silver. I consider it possible that the efforts of the alchemists of old will at last be perfected through the aid of electricity. It was not in the proportions that they failed, but in the means of purification, and the perfect combination of the atoms.—Mons. de Bonneville's Lectures, Academie des Arts a Paris.

# BREAKFAST-BACON WAREHOUSE.

**PROVISIONS** of first-rate quality, and at  
**REDUCED PRICES.**

**STILTON CHEESE** in the highest perfection, and of various sizes, from 10d. to 18d. per pound.

**R. CROSSLEY'S** celebrated **NEW MILD BREAKFAST BACON**, received from the Country direct, at 6d. and 6½d. per pound by the Side or Half Side. This Bacon will be found upon trial to be much superior both in quality and flavour to that which is generally sold for Breakfast Bacon.

Superior High-Smoked **SMALL HAMS** from 6lbs. each, from 8d. per lb. Large Smoked **HAMS** from 12lbs. upwards. The best quality from 7d. per lb.

**SUPERIOR AMERICAN CHEESE**, 7d. and 7½d. per lb.

Highly-Smoked **BATH CHAPS**, an excellent accompaniment for Game, Fowls, &c. or as an article for the breakfast table at 6½d. per lb.

**OLD CHESHIRE CHEESE** for Family and Household purposes, from 6½d. per lb.

**CHESHIRE CHEESE** for *Taverns*, &c. from 7½d. per lb.

**DOUBLE GLOSTER CHEESE** from 7d. per lb.

**SINGLE GLOSTER**, and Berkley Cheese for toasting, &c. 7d. and 7½d. per lb.

**NORTH WILTSHIRE CHEESE**, from 7lbs. upwards, from 7d. per lb.

**PALE DERBY CHEESE** of superior quality and flavour, from 7d. to 8d. per lb.

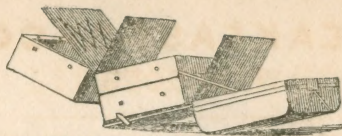
**SUPERIOR OX TONGUES**, from 4s. 6d. each.

**FINE DEVONSHIRE FRESH BUTTER**, at 16d. per lb.

**GOOD SALT BUTTER**, at 1s. and 1s. 1d. per lb.

**STILTON HOUSE, 147, Holborn Bars, City.**

**R. CROSSLEY, PROPRIETOR.**



## New Patent Portmanteau.

For Shooting, Hunting, Fishing, Yachting, Visiting, Cricketing, Archery, and Military Clothes, Ladies' Dresses, State, Clerical, and Legal Robes, **PRATT'S PATENT COMPENDIUM PORTMANTEAU** is strongly recommended to the Nobility, Gentry, and the Public, having four distinct compartments, and an expanding bag for Boots and Shoes (by which one package less is required); each particular dress can be packed without pressure; either of which is accessible at an instant, without disturbing the others, and all secured by one fastening.

For Railway and Steamboat Travelling, the **COMPENDIUM** will be found invaluable; and it can only be obtained at Pratt's Military Furniture Warehouses, 123, New Bond-street, and 19, Cockspur-street, where may be had every article necessary to the Military Officer, the Indian Traveller, and the Tourist.

## Keating's Cough Lozenges.

**Coughs, Colds, and Catarrhs** have been so aggravated by the recent severity and variability of the season, that the consumption of these lozenges is now unprecedented. The proprietor, however, respectfully informs the public, that although the demand is so enormous, he takes care to keep a constant supply on hand, and that he is daily receiving from almost every part of the kingdom, testimonials of their efficacy in the alleviation and cure of **all pulmonary complaints**. These lozenges, which are made from the receipt of an eminent physician, are the only certain cure for cough, asthma, consumption, and other pulmonary disorders. Thirty years' experience has fully proved their infallibility, and they are now constantly recommended by the Faculty, as an unfailing remedy in all complaints of the chest, whether constitutional or arising from recent cold. In fact, **Keating's Cough Lozenges** produce no inconvenience, require no precaution, and effect a cure of these maladies in an incredibly short space of time, as is attested by the most respectable and unqualified testimonials.

Prepared and sold in boxes at 1s. 1½d., and in tins at 2s. 9d., 4s. 6d., and 10s. 6d. each, by **THOMAS KEATING**, Pharmaceutical Chemist, No. 79, St. Paul's-Church-yard, and by all Druggists and Patent Medicine Venders in the kingdom.



**Perfect Freedom from Coughs  
in ten minutes after use**

IS INSURED BY

**DR. LOCOCK'S PULMONIC WAFERS**

THEY HAVE A MOST PLEASANT TASTE.

**Lists of many hundreds of the most astonishing cures of Asthmas, Consumptions, &c.**

*May be had of every Agent throughout the Kingdom,  
and on the Continent.*

**To Singers & Public Speakers**

They are invaluable, as, in a few hours, they remove all hoarseness, and wonderfully increase the power and flexibility of the voice. Sold at 1s. 1½d., 2s. 9d., and 11s. per box; by Da Silva and Co., 1, Bride-lane, Fleet-st., London, and sold by all medicine venders.

BRADSHAW'S  
**Railway Companion,**

CONTAINING  
THE TIMES OF DEPARTURE  
FARES, &c.  
OF THE RAILWAYS IN GREAT BRITAIN  
AND IRELAND,

AND ALSO  
Hackney Coach Fares,  
FROM THE PRINCIPAL RAILWAY STATIONS

ILLUSTRATED WITH  
MAPS OF THE COUNTRY THROUGH WHICH THE  
RAILWAYS PASS,

AND PLANS OF  
LONDON, BIRMINGHAM, BRISTOL,  
LIVERPOOL, AND MANCHESTER.

~~~~~  
PRICE ONE SHILLING.  
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LONDON:

PUBLISHED AT BRADSHAW'S RAILWAY INFORMATION  
OFFICE, 59, FLEET-STREET, W. J. ADAMS, AGENT;  
AND SOLD BY ALL BOOKSELLERS & RAILWAY COMPANIES

~~~~~  
4th Mo. (APRIL) 1st, 1845.

**LONDON, EAST.**





# BRADSHAW'S Railway Companion,

CONTAINING  
THE TIMES OF DEPARTURE  
FARES, &c.  
OF THE RAILWAYS IN GREAT BRITAIN  
AND IRELAND,

AND ALSO  
Hackney Coach Fares,  
FROM THE PRINCIPAL RAILWAY STATIONS

ILLUSTRATED WITH  
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RAILWAYS PASS,

AND PLANS OF  
LONDON, BIRMINGHAM, BRISTOL,  
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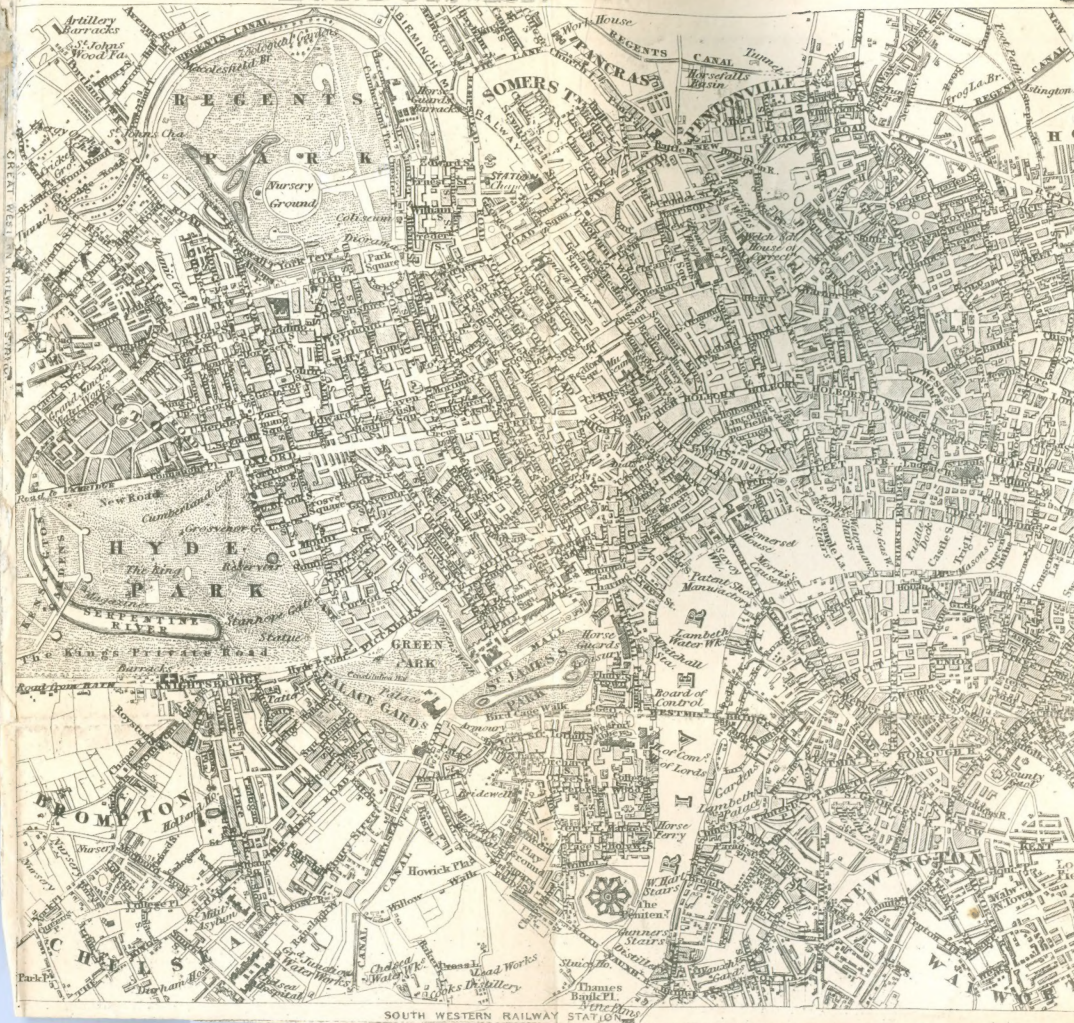
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4th Mo. (APRIL) 1st, 1845.

## LONDON, WEST.



## LONDON, EAST.



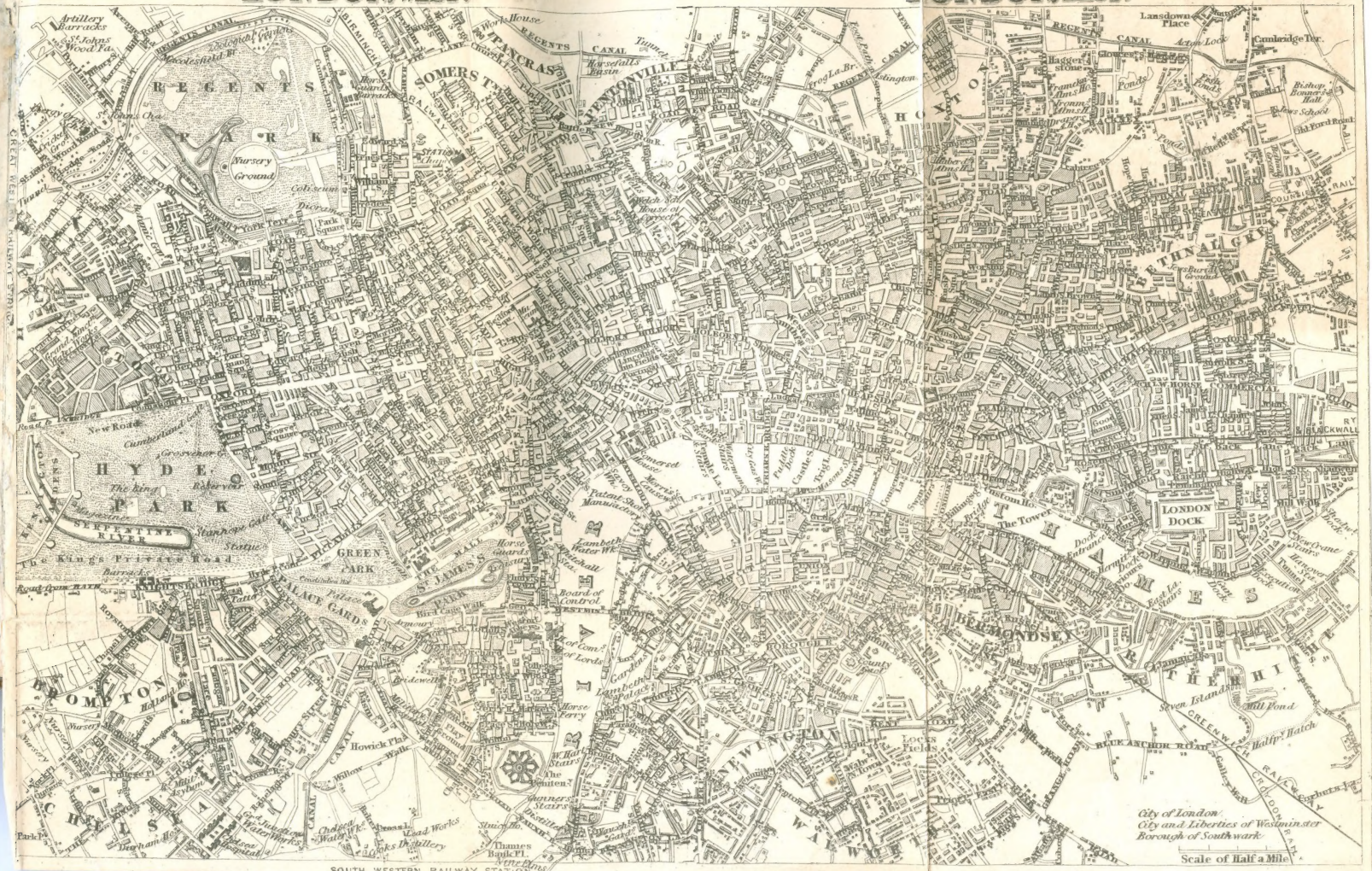
City of London.  
City and Liberties of Westminster  
Borough of Southwark

Scale of Half a Mile



# LONDON, WEST.

# LONDON, EAST.



City of London  
City and Liberties of Westminster  
Borough of Southwark

Scale of Half a Mile



# GENERAL INSTRUCTIONS FOR RAILWAY TRAVELLERS.

The Doors of the booking offices are closed at the precise times appointed for starting the Trains, and Passengers should be at the intermediate Stations at least ten minutes before the specified times of departure.

It is very desirable that Passengers should have their name and destination stated in full on their luggage, and to mark the number of the carriage on which it is deposited—light luggage may be taken into the carriage. The Companies do not hold themselves responsible for luggage unless booked and paid for according to its value. The weight generally allowed each passenger is about 60lbs for second class, and 100lbs for first class passengers.

Preserve your Ticket until called for by the Companies' servant.

\*Post Horses may be readily obtained at each terminus, and at most of the principal Stations.

\*\*Carriage Trucks and Horse Boxes are kept at all the principal Stations, but to prevent disappointment, it is recommended that notice be given the day previous to their being required, and they ought to be at the Station Twenty minutes before the time of starting.

At each terminus Omnibuses, Coaches, and Cabs are generally waiting the arrival of Trains.

Infants in arms, unable to walk, not charged, and children under Ten Years of age only half fare.

Dogs, at a small charge for each, are conveyed in a proper vehicle, but are not allowed to be taken inside the carriages.

Smoking not allowed at the Stations, nor in any of the carriages.

No fees or gratuities are allowed to be received by any of the Companies' servants, but they are strictly enjoined to draw every attention to the convenience of passengers.

Do not lean upon the door of the carriage, nor attempt to alight whilst it is in motion.

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| 8 0 11 40  |  |
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| Mls | Down Trains.               | 7    | 7½    | 8     | 8½    | 9     | 9½    | 10    | 11   | 12   | 1    | 1½   | 2    | 4     | 5     | 5½    | 6     | 7     | 8     | 9     |
|-----|----------------------------|------|-------|-------|-------|-------|-------|-------|------|------|------|------|------|-------|-------|-------|-------|-------|-------|-------|
|     | Trains leave               | a.m. | a.m.  | a.m.  | a.m.  | a.m.  | a.m.  | a.m.  | a.m. | noon | p.m. | p.m. | p.m. | p.m.  | p.m.  | p.m.  | p.m.  | p.m.  | p.m.  | p.m.  |
|     | PADDINGTON                 | 7 30 | 8 30  | 9 30  | 10 15 | 11 01 | 12 00 | 1 00  | 1 30 | 2 00 | 2 30 | 3 00 | 3 30 | 4 00  | 4 30  | 5 00  | 5 30  | 6 00  | 6 30  | 7 00  |
| 74  | Ealing                     | 7 30 | 8 30  | 9 30  | 10 15 | 11 01 | 12 00 | 1 00  | 1 30 | 2 00 | 2 30 | 3 00 | 3 30 | 4 00  | 4 30  | 5 00  | 5 30  | 6 00  | 6 30  | 7 00  |
| 13  | Southall                   | 7 30 | 8 30  | 9 30  | 10 15 | 11 01 | 12 00 | 1 00  | 1 30 | 2 00 | 2 30 | 3 00 | 3 30 | 4 00  | 4 30  | 5 00  | 5 30  | 6 00  | 6 30  | 7 00  |
| 18  | West Drayton               | 7 30 | 8 30  | 9 30  | 10 15 | 11 01 | 12 00 | 1 00  | 1 30 | 2 00 | 2 30 | 3 00 | 3 30 | 4 00  | 4 30  | 5 00  | 5 30  | 6 00  | 6 30  | 7 00  |
| 23  | SLOUGH                     | 7 30 | 8 30  | 9 30  | 10 15 | 11 01 | 12 00 | 1 00  | 1 30 | 2 00 | 2 30 | 3 00 | 3 30 | 4 00  | 4 30  | 5 00  | 5 30  | 6 00  | 6 30  | 7 00  |
| 30  | MAIDENHEAD                 | 7 30 | 8 30  | 9 30  | 10 15 | 11 01 | 12 00 | 1 00  | 1 30 | 2 00 | 2 30 | 3 00 | 3 30 | 4 00  | 4 30  | 5 00  | 5 30  | 6 00  | 6 30  | 7 00  |
| 35  | WYFORD                     | 7 30 | 8 30  | 9 30  | 10 15 | 11 01 | 12 00 | 1 00  | 1 30 | 2 00 | 2 30 | 3 00 | 3 30 | 4 00  | 4 30  | 5 00  | 5 30  | 6 00  | 6 30  | 7 00  |
| 41  | READING                    | 7 30 | 8 30  | 9 30  | 10 15 | 11 01 | 12 00 | 1 00  | 1 30 | 2 00 | 2 30 | 3 00 | 3 30 | 4 00  | 4 30  | 5 00  | 5 30  | 6 00  | 6 30  | 7 00  |
| 44  | PANGBOURNE                 | 7 30 | 8 30  | 9 30  | 10 15 | 11 01 | 12 00 | 1 00  | 1 30 | 2 00 | 2 30 | 3 00 | 3 30 | 4 00  | 4 30  | 5 00  | 5 30  | 6 00  | 6 30  | 7 00  |
| 47  | Goring                     | 7 30 | 8 30  | 9 30  | 10 15 | 11 01 | 12 00 | 1 00  | 1 30 | 2 00 | 2 30 | 3 00 | 3 30 | 4 00  | 4 30  | 5 00  | 5 30  | 6 00  | 6 30  | 7 00  |
| 49  | WALLINGFORD ROAD           | 7 30 | 8 30  | 9 30  | 10 15 | 11 01 | 12 00 | 1 00  | 1 30 | 2 00 | 2 30 | 3 00 | 3 30 | 4 00  | 4 30  | 5 00  | 5 30  | 6 00  | 6 30  | 7 00  |
| 53  | DIDCOT (Junction)          | 7 30 | 8 30  | 9 30  | 10 15 | 11 01 | 12 00 | 1 00  | 1 30 | 2 00 | 2 30 | 3 00 | 3 30 | 4 00  | 4 30  | 5 00  | 5 30  | 6 00  | 6 30  | 7 00  |
| 55  | APPLEFORD                  | 7 30 | 8 30  | 9 30  | 10 15 | 11 01 | 12 00 | 1 00  | 1 30 | 2 00 | 2 30 | 3 00 | 3 30 | 4 00  | 4 30  | 5 00  | 5 30  | 6 00  | 6 30  | 7 00  |
| 56  | ABINGDON ROAD              | 7 30 | 8 30  | 9 30  | 10 15 | 11 01 | 12 00 | 1 00  | 1 30 | 2 00 | 2 30 | 3 00 | 3 30 | 4 00  | 4 30  | 5 00  | 5 30  | 6 00  | 6 30  | 7 00  |
| 63  | OXFORD                     | 7 30 | 8 30  | 9 30  | 10 15 | 11 01 | 12 00 | 1 00  | 1 30 | 2 00 | 2 30 | 3 00 | 3 30 | 4 00  | 4 30  | 5 00  | 5 30  | 6 00  | 6 30  | 7 00  |
| 66  | STEVENTON                  | 7 30 | 8 30  | 9 30  | 10 15 | 11 01 | 12 00 | 1 00  | 1 30 | 2 00 | 2 30 | 3 00 | 3 30 | 4 00  | 4 30  | 5 00  | 5 30  | 6 00  | 6 30  | 7 00  |
| 68  | FARRINGTON ROAD            | 7 30 | 8 30  | 9 30  | 10 15 | 11 01 | 12 00 | 1 00  | 1 30 | 2 00 | 2 30 | 3 00 | 3 30 | 4 00  | 4 30  | 5 00  | 5 30  | 6 00  | 6 30  | 7 00  |
| 71  | SHRIVENHAM                 | 7 30 | 8 30  | 9 30  | 10 15 | 11 01 | 12 00 | 1 00  | 1 30 | 2 00 | 2 30 | 3 00 | 3 30 | 4 00  | 4 30  | 5 00  | 5 30  | 6 00  | 6 30  | 7 00  |
| 77  | SWINDON (Junction)         | 7 30 | 8 30  | 9 30  | 10 15 | 11 01 | 12 00 | 1 00  | 1 30 | 2 00 | 2 30 | 3 00 | 3 30 | 4 00  | 4 30  | 5 00  | 5 30  | 6 00  | 6 30  | 7 00  |
|     | CHELTEMHAM (Departs or)    | 6 30 | 7 30  | 8 30  | 9 30  | 10 30 | 11 30 | 12 30 | 1 30 | 2 30 | 3 30 | 4 30 | 5 30 | 6 30  | 7 30  | 8 30  | 9 30  | 10 30 | 11 30 | 12 30 |
| 82  | SWINDON Junction (Departs) | 6 30 | 7 30  | 8 30  | 9 30  | 10 30 | 11 30 | 12 30 | 1 30 | 2 30 | 3 30 | 4 30 | 5 30 | 6 30  | 7 30  | 8 30  | 9 30  | 10 30 | 11 30 | 12 30 |
| 83  | WOOLTON RASSER             | 6 40 | 7 40  | 8 40  | 9 40  | 10 40 | 11 40 | 12 40 | 1 40 | 2 40 | 3 40 | 4 40 | 5 40 | 6 40  | 7 40  | 8 40  | 9 40  | 10 40 | 11 40 | 12 40 |
| 98  | CHILFENHAM                 | 6 40 | 7 40  | 8 40  | 9 40  | 10 40 | 11 40 | 12 40 | 1 40 | 2 40 | 3 40 | 4 40 | 5 40 | 6 40  | 7 40  | 8 40  | 9 40  | 10 40 | 11 40 | 12 40 |
| 101 | Corsham                    | 6 40 | 7 40  | 8 40  | 9 40  | 10 40 | 11 40 | 12 40 | 1 40 | 2 40 | 3 40 | 4 40 | 5 40 | 6 40  | 7 40  | 8 40  | 9 40  | 10 40 | 11 40 | 12 40 |
| 102 | Box                        | 6 40 | 7 40  | 8 40  | 9 40  | 10 40 | 11 40 | 12 40 | 1 40 | 2 40 | 3 40 | 4 40 | 5 40 | 6 40  | 7 40  | 8 40  | 9 40  | 10 40 | 11 40 | 12 40 |
| 106 | BATH                       | 4 30 | 7 15  | 9 30  | 11 53 | 1 10  | 12 10 | 1 10  | 2 10 | 3 15 | 4 25 | 5 6  | 6 30 | 6 15  | 9 15  | 10 0  | 10 0  | 12 50 | 2 50  | 4 30  |
| 108 | Twerton                    | 7 15 | 9 30  | 11 53 | 1 10  | 12 10 | 1 10  | 2 10  | 3 15 | 4 25 | 5 6  | 6 30 | 6 15 | 9 15  | 10 0  | 10 0  | 12 50 | 2 50  | 4 30  |       |
| 111 | Saltford                   | 7 28 | 9 43  | 11 13 | 1 20  | 1 20  | 2 20  | 3 25  | 4 35 | 5 19 | 5 50 | 6 30 | 6 15 | 9 15  | 10 0  | 10 0  | 12 50 | 2 50  | 4 30  |       |
| 112 | Keynsham                   | 7 35 | 9 50  | 11 20 | 1 25  | 1 25  | 2 25  | 3 30  | 4 40 | 5 24 | 5 55 | 6 35 | 6 20 | 9 20  | 10 0  | 10 0  | 12 50 | 2 50  | 4 30  |       |
| 118 | BRISTOL { arrival          | 5 20 | 7 45  | 10 0  | 12 18 | 11 30 | 12 30 | 1 30  | 2 35 | 3 45 | 4 50 | 5 30 | 6 0  | 6 40  | 9 45  | 10 30 | 11 15 | 12 30 | 3 40  | 5 20  |
|     | departure                  | 5 20 | 7 45  | 10 0  | 12 18 | 11 30 | 12 30 | 1 30  | 2 35 | 3 45 | 4 50 | 5 30 | 6 0  | 6 40  | 9 45  | 10 30 | 11 15 | 12 30 | 3 40  | 5 20  |
| 126 | Nailsea                    | 8 18 | 10 10 | 12 40 | 1 35  | 1 35  | 2 35  | 3 40  | 4 50 | 5 35 | 6 15 | 6 55 | 7 35 | 8 15  | 8 55  | 9 35  | 10 15 | 10 55 | 11 35 | 12 15 |
| 130 | ELEPHON ROAD, Yatton Junc. | 8 18 | 10 10 | 12 40 | 1 35  | 1 35  | 2 35  | 3 40  | 4 50 | 5 35 | 6 15 | 6 55 | 7 35 | 8 15  | 8 55  | 9 35  | 10 15 | 10 55 | 11 35 | 12 15 |
| 132 | Banwell                    | 8 28 | 10 20 | 1 5   | 1 5   | 1 5   | 2 5   | 3 10  | 4 20 | 5 05 | 5 45 | 6 25 | 7 05 | 7 45  | 8 25  | 9 05  | 9 45  | 10 25 | 11 05 | 11 45 |
| 136 | WESTON SUPER MARE          | 8 45 | 10 54 | 1 18  | 1 18  | 1 18  | 2 18  | 3 31  | 4 41 | 5 26 | 6 06 | 6 46 | 7 26 | 8 06  | 8 46  | 9 26  | 10 06 | 10 46 | 11 26 | 12 06 |
| 145 | HIGHBRIDGE, near Burnham   | 8 45 | 10 54 | 1 18  | 1 18  | 1 18  | 2 18  | 3 31  | 4 41 | 5 26 | 6 06 | 6 46 | 7 26 | 8 06  | 8 46  | 9 26  | 10 06 | 10 46 | 11 26 | 12 06 |
| 151 | BRIDGEWATER                | 8 45 | 10 54 | 1 18  | 1 18  | 1 18  | 2 18  | 3 31  | 4 41 | 5 26 | 6 06 | 6 46 | 7 26 | 8 06  | 8 46  | 9 26  | 10 06 | 10 46 | 11 26 | 12 06 |
| 163 | TAUNTON                    | 8 45 | 10 54 | 1 18  | 1 18  | 1 18  | 2 18  | 3 31  | 4 41 | 5 26 | 6 06 | 6 46 | 7 26 | 8 06  | 8 46  | 9 26  | 10 06 | 10 46 | 11 26 | 12 06 |
| 170 | WELLINGTON                 | 8 45 | 10 54 | 1 18  | 1 18  | 1 18  | 2 18  | 3 31  | 4 41 | 5 26 | 6 06 | 6 46 | 7 26 | 8 06  | 8 46  | 9 26  | 10 06 | 10 46 | 11 26 | 12 06 |
| 171 | TIVERTON ROAD              | 8 45 | 10 54 | 1 18  | 1 18  | 1 18  | 2 18  | 3 31  | 4 41 | 5 26 | 6 06 | 6 46 | 7 26 | 8 06  | 8 46  | 9 26  | 10 06 | 10 46 | 11 26 | 12 06 |
| 179 | COLLUMPTON                 | 8 45 | 10 54 | 1 18  | 1 18  | 1 18  | 2 18  | 3 31  | 4 41 | 5 26 | 6 06 | 6 46 | 7 26 | 8 06  | 8 46  | 9 26  | 10 06 | 10 46 | 11 26 | 12 06 |
| 184 | Hele                       | 8 10 | 10 24 | 12 37 | 2 50  | 2 50  | 3 50  | 4 55  | 5 55 | 6 55 | 7 55 | 8 55 | 9 55 | 10 55 | 11 55 | 12 55 | 1 55  | 2 55  | 3 55  | 4 55  |
| 185 | EXETER                     | 8 10 | 10 24 | 12 37 | 2 50  | 2 50  | 3 50  | 4 55  | 5 55 | 6 55 | 7 55 | 8 55 | 9 55 | 10 55 | 11 55 | 12 55 | 1 55  | 2 55  | 3 55  | 4 55  |
| 193 | EXETER                     | 8 10 | 10 24 | 12 37 | 2 50  | 2 50  | 3 50  | 4 55  | 5 55 | 6 55 | 7 55 | 8 55 | 9 55 | 10 55 | 11 55 | 12 55 | 1 55  | 2 55  | 3 55  | 4 55  |



| Miles | Up Trains.                    | 7 <sup>45</sup> | 9    | 6 <sup>15</sup> | 7    | 11 <sup>15</sup> | 8 <sup>35</sup> | 8    | 9    | 10   | 11 <sup>15</sup> | 2    | 12 45 | 5    | 3 <sup>45</sup><br>Brstl. mail | 5 <sup>45</sup> | 9 <sup>45</sup> | 9 <sup>35</sup><br>mail | Third<br>CLASS. |
|-------|-------------------------------|-----------------|------|-----------------|------|------------------|-----------------|------|------|------|------------------|------|-------|------|--------------------------------|-----------------|-----------------|-------------------------|-----------------|
|       | Trains leave                  | a.m.            | a.m. | a.m.            | a.m. | a.m.             | a.m.            | a.m. | a.m. | a.m. | a.m.             | p.m. | p.m.  | p.m. | p.m.                           | p.m.            | p.m.            | p.m.                    | p.m.            |
| 84    | EXETER                        | —               | —    | —               | —    | —                | —               | —    | —    | —    | —                | —    | —     | —    | —                              | —               | —               | —                       | —               |
| 129   | Hele                          | —               | —    | —               | —    | —                | —               | —    | —    | —    | —                | —    | —     | —    | —                              | —               | —               | —                       | —               |
| 143   | COLLUMPTON                    | —               | —    | —               | —    | —                | —               | —    | —    | —    | —                | —    | —     | —    | —                              | —               | —               | —                       | —               |
| 233   | TIVERTON ROAD                 | —               | —    | —               | —    | —                | —               | —    | —    | —    | —                | —    | —     | —    | —                              | —               | —               | —                       | —               |
| 304   | WELLINGTON                    | —               | —    | —               | —    | —                | —               | —    | —    | —    | —                | —    | —     | —    | —                              | —               | —               | —                       | —               |
| 424   | TAUNTON                       | —               | —    | —               | —    | —                | —               | —    | —    | —    | —                | —    | —     | —    | —                              | —               | —               | —                       | —               |
| 484   | BRIDGEWATER                   | —               | —    | —               | —    | —                | —               | —    | —    | —    | —                | —    | —     | —    | —                              | —               | —               | —                       | —               |
|       | HIGHBRIDGE                    | —               | —    | —               | —    | —                | —               | —    | —    | —    | —                | —    | —     | —    | —                              | —               | —               | —                       | —               |
| 584   | Starting from                 | —               | —    | —               | —    | —                | —               | —    | —    | —    | —                | —    | —     | —    | —                              | —               | —               | —                       | —               |
| 60    | WESTON SUPER MARE Station.    | —               | —    | —               | —    | —                | —               | —    | —    | —    | —                | —    | —     | —    | —                              | —               | —               | —                       | —               |
| 634   | Banwell                       | —               | —    | —               | —    | —                | —               | —    | —    | —    | —                | —    | —     | —    | —                              | —               | —               | —                       | —               |
| 674   | CLEYEDON RD. Yatton Junction. | —               | —    | —               | —    | —                | —               | —    | —    | —    | —                | —    | —     | —    | —                              | —               | —               | —                       | —               |
| 754   | Nailesea                      | —               | —    | —               | —    | —                | —               | —    | —    | —    | —                | —    | —     | —    | —                              | —               | —               | —                       | —               |
| 804   | BRISTOL arrival               | —               | —    | —               | —    | —                | —               | —    | —    | —    | —                | —    | —     | —    | —                              | —               | —               | —                       | —               |
| 824   | Keynsham                      | —               | —    | —               | —    | —                | —               | —    | —    | —    | —                | —    | —     | —    | —                              | —               | —               | —                       | —               |
| 894   | Saltford                      | —               | —    | —               | —    | —                | —               | —    | —    | —    | —                | —    | —     | —    | —                              | —               | —               | —                       | —               |
| 92    | Twerton                       | —               | —    | —               | —    | —                | —               | —    | —    | —    | —                | —    | —     | —    | —                              | —               | —               | —                       | —               |
| 954   | BATH                          | —               | —    | —               | —    | —                | —               | —    | —    | —    | —                | —    | —     | —    | —                              | —               | —               | —                       | —               |
| 100   | Box                           | —               | —    | —               | —    | —                | —               | —    | —    | —    | —                | —    | —     | —    | —                              | —               | —               | —                       | —               |
| 111   | Corsham                       | —               | —    | —               | —    | —                | —               | —    | —    | —    | —                | —    | —     | —    | —                              | —               | —               | —                       | —               |
|       | CHIPPENHAM                    | —               | —    | —               | —    | —                | —               | —    | —    | —    | —                | —    | —     | —    | —                              | —               | —               | —                       | —               |
|       | WOOTTON BASSETT               | —               | —    | —               | —    | —                | —               | —    | —    | —    | —                | —    | —     | —    | —                              | —               | —               | —                       | —               |
| 1162  | Starting from                 | —               | —    | —               | —    | —                | —               | —    | —    | —    | —                | —    | —     | —    | —                              | —               | —               | —                       | —               |
| 1224  | CIRENCESTER                   | —               | —    | —               | —    | —                | —               | —    | —    | —    | —                | —    | —     | —    | —                              | —               | —               | —                       | —               |
| 130   | MILNETY                       | —               | —    | —               | —    | —                | —               | —    | —    | —    | —                | —    | —     | —    | —                              | —               | —               | —                       | —               |
| 1374  | Purton                        | —               | —    | —               | —    | —                | —               | —    | —    | —    | —                | —    | —     | —    | —                              | —               | —               | —                       | —               |
| 1462  | SWINDON Arrival               | —               | —    | —               | —    | —                | —               | —    | —    | —    | —                | —    | —     | —    | —                              | —               | —               | —                       | —               |
| 1494  | JUNCTION departure            | —               | —    | —               | —    | —                | —               | —    | —    | —    | —                | —    | —     | —    | —                              | —               | —               | —                       | —               |
| 1524  | SIRIVENHAM                    | —               | —    | —               | —    | —                | —               | —    | —    | —    | —                | —    | —     | —    | —                              | —               | —               | —                       | —               |
| 1584  | FARINGDON ROAD                | —               | —    | —               | —    | —                | —               | —    | —    | —    | —                | —    | —     | —    | —                              | —               | —               | —                       | —               |
| 1634  | STEVENTON                     | —               | —    | —               | —    | —                | —               | —    | —    | —    | —                | —    | —     | —    | —                              | —               | —               | —                       | —               |
| 1714  | Starting from                 | —               | —    | —               | —    | —                | —               | —    | —    | —    | —                | —    | —     | —    | —                              | —               | —               | —                       | —               |
| 1754  | OXFORD                        | —               | —    | —               | —    | —                | —               | —    | —    | —    | —                | —    | —     | —    | —                              | —               | —               | —                       | —               |
| 1804  | ABINGDON ROAD                 | —               | —    | —               | —    | —                | —               | —    | —    | —    | —                | —    | —     | —    | —                              | —               | —               | —                       | —               |
| 1844  | APPLEFORD                     | —               | —    | —               | —    | —                | —               | —    | —    | —    | —                | —    | —     | —    | —                              | —               | —               | —                       | —               |
| 1884  | DIDCOT                        | —               | —    | —               | —    | —                | —               | —    | —    | —    | —                | —    | —     | —    | —                              | —               | —               | —                       | —               |
| 1934  | WALLINGFORD ROAD              | —               | —    | —               | —    | —                | —               | —    | —    | —    | —                | —    | —     | —    | —                              | —               | —               | —                       | —               |
| 1984  | Goring                        | —               | —    | —               | —    | —                | —               | —    | —    | —    | —                | —    | —     | —    | —                              | —               | —               | —                       | —               |
| 2034  | PANGBOURNE                    | —               | —    | —               | —    | —                | —               | —    | —    | —    | —                | —    | —     | —    | —                              | —               | —               | —                       | —               |
| 2084  | READING                       | —               | —    | —               | —    | —                | —               | —    | —    | —    | —                | —    | —     | —    | —                              | —               | —               | —                       | —               |
| 2134  | TWYFORD                       | —               | —    | —               | —    | —                | —               | —    | —    | —    | —                | —    | —     | —    | —                              | —               | —               | —                       | —               |
| 2184  | MAIDENHEAD                    | —               | —    | —               | —    | —                | —               | —    | —    | —    | —                | —    | —     | —    | —                              | —               | —               | —                       | —               |
| 2234  | SLOUGH                        | —               | —    | —               | —    | —                | —               | —    | —    | —    | —                | —    | —     | —    | —                              | —               | —               | —                       | —               |
| 2284  | West Drayton                  | —               | —    | —               | —    | —                | —               | —    | —    | —    | —                | —    | —     | —    | —                              | —               | —               | —                       | —               |
| 2334  | Southall                      | —               | —    | —               | —    | —                | —               | —    | —    | —    | —                | —    | —     | —    | —                              | —               | —               | —                       | —               |
| 2384  | Haswell                       | —               | —    | —               | —    | —                | —               | —    | —    | —    | —                | —    | —     | —    | —                              | —               | —               | —                       | —               |
| 2434  | Ealing                        | —               | —    | —               | —    | —                | —               | —    | —    | —    | —                | —    | —     | —    | —                              | —               | —               | —                       | —               |
| 2484  | PADDINGTON                    | —               | —    | —               | —    | —                | —               | —    | —    | —    | —                | —    | —     | —    | —                              | —               | —               | —                       | —               |

Trains marked thus \* run on Sundays.

## GREAT WESTERN TABLE OF FARES.

## From Paddington.

| STATIONS.         | PASSENGERS. |           |           | *CAR-RIAGES. |     | Horses. |                 |
|-------------------|-------------|-----------|-----------|--------------|-----|---------|-----------------|
|                   | 1st class   | 2nd class | 3rd class | 4            | 2   | Each    | Pair, same pro. |
|                   |             |           |           | whl          | whl | s. d.   | s. d.           |
| Paddington        | 1s3d        | 0s9d      | 0s6d      |              |     |         |                 |
| Ealing            | 1           | 6         | 10        | 8            |     |         |                 |
| Hanwell           | 1           | 6         | 10        | 8            |     |         |                 |
| Southall          | 2           | 0         | 13        | 0            | 9   |         |                 |
| West Drayton      | 3           | 0         | 16        | 11           |     | 8       | 13              |
| Slough            | 4           | 0         | 26        | 16           | 11  | 0       | 13              |
| Maidenhead        | 5           | 0         | 36        | 11           | 12  | 0       | 16              |
| Twyford           | 7           | 0         | 50        | 20           | 12  | 0       | 14              |
| Reading           | 8           | 0         | 56        | 30           | 20  | 0       | 16              |
| Pangbourne        | 9           | 6         | 66        | 36           | 24  | 0       | 18              |
| Goring            | 10          | 0         | 70        | 39           |     |         |                 |
| Wallingford Road. | 11          | 0         | 76        | 40           | 28  | 0       | 21              |
| Didcot            | 12          | 0         | 80        | 43           |     |         |                 |
| Appleford         | 12          | 6         | 86        | 47           |     |         |                 |
| Abingdon Road     | 13          | 0         | 90        | 48           | 32  | 0       | 24              |
| Steventon         | 14          | 0         | 96        | 50           | 36  | 0       | 27              |
| OXFORD            | 14          | 0         | 96        | 50           | 36  | 0       | 27              |
| Faringdon Road    | 14          | 6         | 109       | 54           | 36  | 0       | 27              |
| Shrivenham        | 16          | 0         | 110       | 60           | 39  | 0       | 29              |
| Swindon           | 17          | 6         | 120       | 65           | 42  | 0       | 32              |
| Purton            | 18          | 6         | 126       | 610          |     |         |                 |
| Minety            | 19          | 6         | 136       | 72           | 45  | 0       | 35              |
| CIRENCESTER       | 22          | 0         | 150       | 71           | 48  | 0       | 38              |
| Wootton Bassett   | 19          | 0         | 130       | 611          | 44  | 0       | 34              |
| Clippenham        | 21          | 0         | 150       | 616          | 47  | 0       | 37              |
| Gorsham           | 23          | 6         | 160       | 710          | 47  | 0       | 37              |
| Box               | 24          | 6         | 170       | 8            |     |         |                 |
| BATH              | 24          | 6         | 170       | 8            |     |         |                 |
| Twerton           | 25          | 0         | 173       | 9            | 1   |         |                 |
| Salford           | 25          | 6         | 176       | 9            | 4   |         |                 |
| Keynsham          | 26          | 0         | 180       | 9            | 6   |         |                 |
| BRISTOL           | 27          | 0         | 186       | 9            | 11  | 58      | 0               |
| Nailsea           | 29          | 0         | 196       | 11           | 58  | 0       | 48              |
| Cleveland Road    | 30          | 0         | 200       | 1011         | 61  | 0       | 51              |
| Banwell           | 31          | 0         | 210       | 11           | 61  | 0       | 51              |
| Weston Sup. Mare  | 31          | 6         | 216       | 11           | 70  | 0       | 54              |
| Highbridge        | 33          | 0         | 230       | 12           | 68  | 0       | 57              |
| Bridgewater       | 34          | 6         | 236       | 12           | 67  | 0       | 56              |
| Taunton           | 37          | 0         | 250       | 13           | 78  | 0       | 65              |
| Wellington        | 39          | 0         | 260       | 14           | 82  | 0       | 68              |
| Tiverton Road     | 41          | 0         | 280       | 14           | 86  | 0       | 70              |
| Cullumpton        | 42          | 6         | 286       | 15           | 88  | 0       | 71              |
| Hele              | 42          | 6         | 290       | 15           |     |         |                 |
| Exeter            | 44          | 6         | 300       | 16           | 92  | 0       | 74              |

## From Bristol.

| PASSENGERS. | *CAR-RIAGES. |       |       | Horses. |        |                 |
|-------------|--------------|-------|-------|---------|--------|-----------------|
|             | 1st          | 2nd   | 3rd   | 4       | 2      | Pair, same pro. |
|             | class        | class | class | whl     | whl    |                 |
| 27s         | 18 6         | 9s11  | 7s8   | 4s8     | ..     | 7s3             |
| 25s         | 17 9         | 9 5   | ..    | ..      | ..     | ..              |
| 25s         | 17 6         | 9 3   | ..    | ..      | ..     | ..              |
| 25s         | 17 3         | 9 1   | ..    | ..      | ..     | ..              |
| 24s         | 17 0         | 8 11  | ..    | ..      | ..     | ..              |
| 23s         | 16 0         | 8 5   | 14 0  | 4s5     | ..     | 0 71 0          |
| 22s         | 15 0         | 8 0   | 11 0  | 4s2     | ..     | 0 63 0          |
| 20s         | 13 6         | 7 4   | 17 0  | 3s8     | ..     | 0 58 0          |
| 19s         | 13 0         | 6 11  | 13 0  | 3s5     | ..     | 0 54 0          |
| 17s         | 12 0         | 6 5   | 10 0  | 3s2     | ..     | 0 50 0          |
| 17s         | 11 6         | 6 3   | ..    | ..      | ..     | ..              |
| 16s         | 11 0         | 5 11  | 16 0  | 2s9     | ..     | 0 46 0          |
| 15s         | 10 6         | 5 4   | ..    | ..      | ..     | ..              |
| 15s         | 11 0         | 5 8   | ..    | ..      | ..     | ..              |
| 16s         | 11 6         | 5 5   | 16 0  | 2s9     | ..     | 0 46 0          |
| 14s         | 9 6          | 5 2   | 12 0  | 2s6     | ..     | 0 42 0          |
| 17s         | 12 0         | 6 4   | 18 0  | 3s0     | ..     | 0 49 0          |
| 12s         | 8 6          | 4 7   | 28 0  | 2s3     | ..     | 0 37 0          |
| 11s         | 7 6          | 3 1   | 24 0  | 2s0     | ..     | 0 32 0          |
| 9s          | 6 6          | 3 0   | 10 0  | 1s7     | ..     | 0 27 0          |
| 10s         | 7 0          | 3 1   | ..    | ..      | ..     | ..              |
| 10s         | 7 6          | 4 2   | 20 0  | 1s7     | ..     | 0 27 0          |
| 11s         | 8 0          | 5 2   | 20 0  | 1s8     | ..     | 0 29 0          |
| 8s          | 5 6          | 3 0   | 16 0  | 1s4     | ..     | 0 22 0          |
| 5s          | 3 6          | 2 1   | 12 0  | 1s0     | ..     | 0 17 0          |
| 4s          | 3 6          | 1 8   | ..    | ..      | ..     | ..              |
| 3s          | 2 0          | 1 3   | ..    | ..      | ..     | ..              |
| 2s          | 1 0          | 8 0   | 6 0   | 0 7     | 12 0   | ..              |
| 2s          | 1 0          | 1 0   | ..    | ..      | ..     | ..              |
| 2s          | 1 1          | 1 0   | 8 0   | 6 0     | 12 0   | ..              |
| 2s          | 1 1          | 1 0   | 8 0   | 6 0     | 12 0   | ..              |
| 4s          | 2 6          | 4 0   | ..    | ..      | ..     | ..              |
| 4s          | 3 0          | 4 2   | 18 0  | 1s0     | 0 16 0 | ..              |
| 6s          | 4 6          | 2 3   | 16 0  | 1s0     | 0 24 0 | ..              |
| 7s          | 5 0          | 2 9   | 20 0  | 1s0     | 0 28 0 | ..              |
| 10s         | 7 0          | 3 9   | 36 0  | 2s0     | 0 35 0 | ..              |
| 12s         | 8 0          | 4 4   | 40 0  | 2s0     | 0 42 0 | ..              |
| 14s         | 9 6          | 5 1   | 14 0  | 2s0     | 0 46 0 | ..              |
| 14s         | 10 0         | 5 3   | 36 0  | 2s0     | 0 48 0 | ..              |
| 15s         | 10 6         | 5 6   | ..    | ..      | ..     | ..              |
| 17s         | 11 6         | 6 4   | 10 0  | 3s0     | 0 54 0 | ..              |

## From EXETER to

| PASSENGERS.        | *CAR-RIAGES. |       |       | Horses. |       |                 |
|--------------------|--------------|-------|-------|---------|-------|-----------------|
|                    | 1st          | 2nd   | 3rd   | 4       | 2     | Pair, same pro. |
|                    | class        | class | class | whl     | whl   |                 |
| Hele .....         | 2s0d         | 1s0d  | 0s9d  | s. d.   | s. d. | s. d.           |
| Collumpton ..      | 3 0          | 1 6   | 1 1   | 1 0     | 0 8   | 0 9             |
| Tiverton Road ..   | 3 6          | 2 0   | 1 3   | 1 2     | 0 9   | 0 10            |
| Wellington ..      | 5 6          | 3 6   | 2 0   | 1 6     | 1 2   | 0 14            |
| Taunton ..         | 7 6          | 4 6   | 2 7   | 1 8     | 1 2   | 0 15            |
| Bridgewater ..     | 10 0         | 6 6   | 3 7   | 2 4     | 1 7   | 0 19            |
| Highbridge ..      | 11 6         | 7 0   | 4 1   | 2 8     | 2 0   | 0 24            |
| Weston Sup. Mar .. | 13 0         | 8 6   | 4 11  | 3 2     | 2 3   | 0 27            |
| Banwell ..         | 13 6         | 9 0   | 5 0   | ..      | ..    | ..              |
| Cleveland Road ..  | 14 6         | 10 0  | 5 4   | 3 6     | 2 6   | 0 31            |
| Nailsea ..         | 15 6         | 10 6  | 5 8   | ..      | ..    | ..              |
| BRISTOL ..         | 17 6         | 11 6  | 6 4   | 4 0     | 3 0   | 0 34            |
| BATH ..            | 20 0         | 13 0  | 7 3   | 4 8     | 3 5   | 0 41            |
| Cirencester ..     | 29 0         | 19 6  | 11 3  | 6 6     | 4 6   | 0 52            |
| OXFORD ..          | 34 6         | 23 6  | 12 7  | 7 5     | 5 7   | 0 64            |
| Paddington ..      | 44 6         | 30 6  | 16 2  | 9 2     | 7 4   | 0 82            |

Fares by the 9 30 a.m. down, and 11 45 a.m. up.

## QUICK TRAINS.

|                | From PADDINGTON. |            | From BRISTOL. |            | From EXETER. |            |
|----------------|------------------|------------|---------------|------------|--------------|------------|
|                | 1st Class.       | 2nd Class. | 1st Class.    | 2nd Class. | 1st Class.   | 2nd Class. |
|                | s. d.            | s. d.      | s. d.         | s. d.      | s. d.        | s. d.      |
| PADDINGTON ..  | ..               | ..         | 30            | 21         | 0            | 34         |
| DIDCOT ..      | 13               | 8          | 17            | 12         | 50           | 0          |
| OXFORD ..      | 15               | 10         | 19            | 14         | 30           | 27         |
| SWINDON ..     | 20               | 14         | 10            | 7          | ..           | ..         |
| CIRENCESTER .. | 25               | 18         | 15            | 11         | 32           | 21         |
| BATH ..        | 27               | 19         | 2             | 16         | 22           | 14         |
| BRISTOL ..     | 30               | 21         | ..            | ..         | 20           | 13         |
| TAUNTON ..     | 41               | 28         | 11            | 7          | 9            | 5          |
| EXETER ..      | 50               | 34         | 20            | 13         | ..           | ..         |

\*. The strong black mark or stop under certain times of arrival, in the two preceding tables, show that the trains do not proceed beyond the stations on the same line.

Third class passengers will be conveyed by the Goods' trains, and 56lbs. of luggage allowed for each.

Trains stop on particular days as indicated by their initials.

**SUNDAY TRAINS.**—The Trains marked with an \* in the two following tables run on Sundays, and in addition there are trains as follows:—

DOWN.—From Paddington to Slough at 8½ and 9½ a.m. to Reading, at 10 a.m. to Bath at 11 a.m.; to Bristol at 11 a.m.; from Bristol to Swindon, at 11 a.m.; from Swindon to Reading, at 11 a.m.; from Reading to Bath, at 11 a.m.; from Bath to Bristol, at 11 a.m.

UP.—From Exeter to Bristol, at 7 a.m. & 3 15 p.m.; to Bath at 5 15 p.m.; from Bath to Bristol, at 5 15 p.m.; from Bristol to Swindon, at 5 15 p.m.; from Swindon to Reading, at 5 15 p.m.; from Reading to Bath, at 5 15 p.m.; from Bath to Bristol, at 5 15 p.m.



| Miles | DOWN TRAINS.       | 6½   | 7     | 8     | 9     | 11      | 11½   | 1    | 2    | 3     | 4    | 5     | 5½    | 8½    | Fares. |        |        |        |
|-------|--------------------|------|-------|-------|-------|---------|-------|------|------|-------|------|-------|-------|-------|--------|--------|--------|--------|
|       | Depart from        | a.m. | a.m.  | a.m.  | a.m.  | a.m.    | a.m.  | p.m. | p.m. | p.m.  | p.m. | p.m.  | p.m.  | Mail. | Fast.  | Mixed. |        |        |
|       |                    | Mix. | Mix.  | Slow  | Mix.  | 1st cl. | Mix.  | Mix. | Mix. | 1 Cl. | Mix. | Mix.  | Mix.  | Mail. | 1 Cls. | 2 Cls. | 3 Cls. |        |
| 3     | Wine Elms....      | 6 30 | 7 0   | 8 0   | 9 0   | 11 0    | 11 30 | 1 0  | 2 15 | 3 0   | 4 15 | 5 0   | 5 30  | 8 30  | s d    | s d    | s d    |        |
| 10½   | Wandsworth ..      | 6 38 | ..    | 8 16  | 9 9   | ..      | 11 38 | 1 0  | 2 23 | ..    | 4 23 | 5 5   | 5 38  | ..    | ..     | 1 0    | 0 6 0  |        |
| 13    | Wimbledon .. [Co.  | 6 47 | ..    | 8 32  | 9 18  | ..      | 11 47 | 1 18 | 2 32 | ..    | 4 32 | 5 47  | ..    | ..    | ..     | 1 6    | 1 0 0  |        |
| 15    | Kingston & Hamp.   | 7 0  | ..    | 8 47  | 9 30  | ..      | 12 0  | 1 30 | 2 45 | ..    | 4 45 | 5 20  | 6 0   | 8 55  | ..     | 2 0    | 1 6 0  |        |
| 15½   | Esher & Cluremont  | 7 7  | ..    | 9 10  | 9 39  | ..      | 12 7  | 39   | 2 52 | ..    | 4 52 | 6 7   | 9 2   | ..    | ..     | 2 6    | 1 9 1  |        |
| 17    | Walton ..          | 7 15 | ..    | 9 20  | 9 46  | ..      | 12 15 | 1 43 | 3 0  | ..    | 5 0  | 6 15  | ..    | ..    | ..     | 3 0    | 2 0 1  |        |
| 17½   | Weybridge .....    | 7 20 | 7 37  | 9 30  | 9 53  | ..      | 12 20 | 1 53 | 3 7  | ..    | 5 7  | 5 40  | 6 20  | 9 19  | ..     | 3 6    | 2 6 1  |        |
| 21    | Foking .....       | ..   | 7 50  | 10 15 | 10 11 | 46      | ..    | 2 8  | 3 20 | 46    | 5 20 | 5 54  | ..    | 9 27  | 6 0    | 5 6    | 4 0 1  |        |
| 23    | Farnborough .....  | ..   | 8 15  | 10 35 | 10 28 | 12 4    | ..    | 2 28 | ..   | 4 4   | 6 15 | ..    | ..    | 9 50  | 9 0    | 8 0    | 5 6 2  |        |
| 26    | Winchfield .....   | ..   | 8 28  | 11 10 | 10 43 | 12 17   | ..    | 2 43 | 4 17 | ..    | 6 28 | ..    | 10 8  | 10 6  | 10 0   | 7 0 3  | 2 2    |        |
| 26    | Basingstoke .....  | ..   | 8 45  | 11 45 | 11 3  | 12 33   | ..    | 3 3  | 3 33 | ..    | 6 45 | ..    | 10 31 | 12 6  | 12 0   | 8 0 3  | 10 6   |        |
| 26½   | Andover Road ..... | ..   | 9 15  | 12 36 | 11 35 | 1 1     | ..    | 3 35 | 1 7  | 7 15  | ..   | 10 59 | 15 6  | 15 0  | 10 4   | 8 0 4  | 9 5    |        |
| 27    | Winchester .....   | ..   | 9 34  | 1 25  | 11 53 | 1 19    | ..    | 3 53 | 19   | 7 34  | ..   | 11 16 | 18 6  | 17 6  | 12 0 5 | 5 5    | 5 5    |        |
| 27½   | Bishopstoke .....  | ..   | 9 55  | 2 0   | 12 15 | 1 37    | ..    | 4 15 | 37   | 7 55  | ..   | 11 34 | 19 6  | 18 6  | 13 0 6 | 0 6    | 0 6    |        |
| 27½   | Southampton .....  | ..   | 10 10 | 2 20  | 12 30 | 1 50    | ..    | 4 30 | 50   | 8 10  | ..   | 11 57 | 21 0  | 20 0  | 14 0 6 | 0 6    | 0 6    |        |
| 37½   | Bishopstoke .....  | ..   | 9 55  | 2 0   | 12 15 | 1 37    | ..    | 4 15 | 37   | 7 55  | ..   | 11 34 | ..    | ..    | 11 56  | 20 6   | 19 6   | 14 0 6 |
| 37½   | Botley .....       | ..   | 10 9  | 2 25  | 12 27 | ..      | ..    | 4 27 | ..   | 8 9   | ..   | 12 10 | 21 6  | 20 6  | 15 0 6 | 1 0 6  | 1 0 6  |        |
| 38    | Fareham .....      | ..   | 10 18 | 2 50  | 12 41 | 1 58    | ..    | 4 41 | ..   | 8 18  | ..   | 12 10 | 21 6  | 20 6  | 15 0 6 | 1 0 6  | 1 0 6  |        |
| 38    | Gosport .....      | ..   | 10 25 | 3 15  | 1 0   | 2 15    | ..    | 5 0  | ..   | 8 35  | ..   | 12 32 | 22 6  | 21 0  | 15 0 6 | 1 0 6  | 1 0 6  |        |

Elms to Southampton and Gosport, to a.m. 10 p.m.; slow 7 15 a.m.; from 5½ p.m. to 10 p.m.; slow 7 15 a.m.; from 5½ p.m. to 10 p.m.; slow 7 15 a.m.; from 5½ p.m. to 10 p.m.; slow 7 15 a.m.; from 5½ p.m. to 10 p.m.; slow 7 15 a.m.; from 5½ p.m. to 10 p.m.; slow 7 15 a.m.; from 5½ p.m. to 10 p.m.; slow 7 15 a.m.; from 5½ p.m. to 10 p.m.; slow 7 15 a.m.; from 5½ p.m. to 10 p.m.; slow 7 15 a.m.; from 5½ p.m. to 10 p.m.; slow 7 15 a.m.; from 5½ p.m. to 10 p.m.; slow 7 15 a.m.; from 5½ p.m. to 10 p.m.; slow 7 15 a.m.; from 5½ p.m. to 10 p.m.; slow 7 15 a.m.; from 5½ p.m. to 10 p.m.; slow 7 15 a.m.; from 5½ p.m. to 10 p.m.; slow 7 15 a.m.; from 5½ p.m. to 10 p.m.; slow 7 15 a.m.; from 5½ p.m. to 10 p.m.; slow 7 15 a.m.; from 5½ p.m. to 10 p.m.; slow 7 15 a.m.; from 5½ p.m. to 10 p.m.; slow 7 15 a.m.; from 5½ p.m. to 10 p.m.; slow 7 15 a.m.; from 5½ p.m. to 10 p.m.; slow 7 15 a.m.; from 5½ p.m. to 10 p.m.; slow 7 15 a.m.; from 5½ p.m. to 10 p.m.; slow 7 15 a.m.; from 5½ p.m. to 10 p.m.; slow 7 15 a.m.; 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[illegible]

# **6 EASTERN COUNTIES**—Colchester Line—50½ Miles

| Stations.    | 3rd cl. |       |        | Down Trains. |      |      |      |      |       | mail. |
|--------------|---------|-------|--------|--------------|------|------|------|------|-------|-------|
| Trains leave | a.m.    | a.m.  | a.m.   | p.m.         | p.m. | p.m. | p.m. | p.m. | p.m.  |       |
| Shoreditch   | 7 45    | 8 30  | 11 02  | 0 3          | 0 4  | 15 5 | 0 6  | 30 8 | 30 8  |       |
| Shoreditch   | 7 50    | 8 34  | ..     | 2 4          | ..   | ..   | ..   | ..   | ..    |       |
| Mile End     | 8 3     | ..    | 11 11  | 2 13         | ..   | 4 26 | 5 11 | 6 41 | 8 40  |       |
| Stratford    | 8 15    | 8 48  | 11 18  | 2 20         | 3 16 | 4 33 | 5 18 | 6 48 | 8 48  |       |
| Iford        | 8 35    | 9 0   | 11 30  | 2 32         | 3 28 | 4 45 | 5 30 | 7 0  | 8 50  |       |
| Brentwood    | 9 5     | 9 15  | 11 45  | 2 47         | 3 43 | 5 0  | 5 45 | 7 15 | 9 11  |       |
| Ingatstone   | 9 40    | 9 31  | Friday | ..           | ..   | 5 16 | ..   | ..   | 9 35  |       |
| Chelmsford   | 10 6    | 9 44  | 12 12  | 3 14         | 4 12 | 5 29 | 6 12 | ..   | 9 49  |       |
| Hatfield     | 10 18   | ..    | ..     | 3 27         | ..   | ..   | 6 25 | ..   | ..    |       |
| Witham       | 10 40   | 10 5  | 12 34  | 3 38         | 4 33 | ..   | 6 34 | ..   | 10 13 |       |
| Kelvedon     | 10 58   | 10 15 | 12 44  | 3 48         | 4 43 | ..   | 6 44 | ..   | 10 23 |       |
| Marks Tey    | 11 25   | ..    | ..     | 3 58         | ..   | ..   | 6 54 | ..   | ..    |       |
| Colchester   | 11 40   | 10 43 | 1 11   | 4 16         | 5 11 | ..   | 7 15 | ..   | 10 49 |       |

| Stations.  | mail. | Up Trains. |       |       |       |       |        | 3rd cl. |
|------------|-------|------------|-------|-------|-------|-------|--------|---------|
| Colchester | 2 45  | a.m.       | a.m.  | a.m.  | a.m.  | p.m.  | p.m.   | p.m.    |
| Marks Tey  | ..    | ..         | ..    | 9 0   | 11 0  | 2 0   | 4 0    | 5 0     |
| Kelvedon   | 3 10  | ..         | ..    | 9 10  | ..    | ..    | 5 2    | ..      |
| Witham     | 3 20  | ..         | ..    | 9 22  | 11 22 | 2 22  | 4 22   | 5 34    |
| Hatfield   | ..    | ..         | ..    | 9 32  | 11 32 | 2 32  | 4 32   | 5 49    |
| Chelmsford | 3 45  | ..         | ..    | 9 45  | ..    | ..    | 5 58   | ..      |
| Ingatstone | 4 3   | ..         | ..    | 8 45  | 9 59  | 11 54 | 2 54   | 4 54    |
| Brentwood  | 4 23  | 8 40       | 9 10  | 8 54  | ..    | 12 8  | Friday | 6 50    |
| Romford    | 4 38  | 8 56       | 9 26  | 10 41 | 12 23 | 3 22  | 5 22   | 7 12    |
| Iford      | 4 48  | 9 6        | 9 36  | ..    | 12 39 | 3 37  | 5 37   | 7 39    |
| Stratford  | 4 54  | 9 14       | 9 48  | ..    | 12 49 | 3 47  | 5 47   | 7 50    |
| Mile End   | ..    | ..         | 9 52  | ..    | ..    | 3 55  | 5 55   | 8 34    |
| Shoreditch | 5 4   | 9 27       | 10 31 | 11 1  | 1 11  | 4 11  | 6 11   | 8 50    |

**On Sundays.**—From London to Colchester, 8½ a.m., 4, & 8½ p.m.; to Brentwood, 9½ a.m., and 2 p.m. From Colchester to London, 2½ & 8½ a.m., and 6 p.m.; from Brentwood, 1 and 7 p.m.—\* On Wednesdays only.

## **FARES.**—From London. From Colchester.

| Stations.  | 1st class. | 2nd class. | 3rd class. | 1st class. | 2nd class. | 3rd class. |
|------------|------------|------------|------------|------------|------------|------------|
| LONDON     | s. d.      | s. d.      | s. d.      | s. d.      | s. d.      | s. d.      |
| Stratford  | 0 9        | 0 7        | 0 4        | 12 6       | 9 6        | 4 3        |
| Iford      | 1 4        | 1 0        | 0 7        | 11 9       | 8 10       | 3 11       |
| Romford    | 2 6        | 1 9        | 1 0        | 10 0       | 7 9        | 3 3        |
| Brentwood  | 3 6        | 2 9        | 1 6        | 9 0        | 6 9        | 2 9        |
| Ingatstone | 5 6        | 4 6        | 2 0        | 7 0        | 5 0        | 2 3        |
| Chelmsford | 7 0        | 5 0        | 2 6        | 5 6        | 4 6        | 1 9        |
| Hatfield   | 8 0        | 5 9        | 2 11       | 4 6        | 3 9        | 1 4        |
| Witham     | 9 0        | 6 6        | 2 3        | 3 0        | 1 1        | ..         |
| Kelvedon   | 10 0       | 7 6        | 3 6        | 2 6        | 0 0        | 0 9        |
| Colchester | 12 6       | 9 6        | 4 3        | ..         | ..         | ..         |

# **LONDON AND CROYDON.** 7

From London Bridge Station every hour, from 8 5, until 11 5 morning, and from 12 20 until 9 20 evening.

**Sunday Trains,** at 8 5, 9, and 10 morning, from 1 20 until 9 20 evening.

TRAINS FROM CROYDON AT THE SAME HOURS.

## **FARES FROM LONDON BRIDGE.**

To or from Croydon, Jolly Sailor, and Anerley, 1st class, 1s. 3d., 2nd, 1s.; 3rd, 6d. To or from Sydenham and the Dartmouth Arms, 1st class, 1s.; 2nd, 9d., 3rd, 6d. To or from New Cross, 1st class, 8d.; 2nd, 6d.; 3rd, 4d.

**Annual Tickets** to Dartmouth Arms and Sydenham, £18.; Half-Yearly Tickets, £12. To Anerley, Jolly Sailor, and Croydon, £20.; Half-Yearly Tickets, £14.

**Day Tickets** to Anerley & back, 1st cl. 2s.; 2nd, 1s. 6d.; 3rd 1s.

## **STOCKTON AND DARLINGTON.**

Bishop Auckland to Darlington, 8 15 & 10 45 a.m.; 2 35 and 6 p.m. Darlington to Bishop Auckland, 9 30 a.m. mail; 12 40, 5, and 6 30 p.m.

Darlington to Stockton, 8, 9 20 mail, and 11 50 a.m., 3 10, 4 40 mail, & 7 10 p.m. Stockton to Darlington, 6 30, 9 30, and 11½ p.m.; 2 50 mail, 5, and 7½ p.m. mail.

Stockton to Middlesbrough, 7, 8 35, 9 55, & 11 35 a.m. mail; 2 25, 2, 3 45, 5 15 mail, and 7 45 p.m.

Middlesbrough to Stockton, 6 10, 8, 9 15, and 11 10 a.m.; 12, 1 mail, 2½, 4 40, and 6 50 p.m. mail.

Stockton to Seaton and Hartlepool, 8 30 and 10 55 a.m.; 2 45, 4, and 6 p.m. Hartlepool to Seaton and Stockton, 20 & 10 10 a.m.; 1½, 3 5, & 5½ p.m.

St. Helens to Darlington, 7 45 a.m.; and 2 15 p.m. mail.

Shildon to St. Helens, at 9 50 a.m. and 4 20 p.m.

A market coach leaves Crook for Bishop Auckland on Thursdays at 11 30 a.m., and returns at 4 30 p.m.

**Sunday Trains.**—Darlington to Stockton, 9 20 a.m. & 4 40 p.m. mails; Stockton to Darlington, 8 15 a.m. and 2 50 p.m. mail. Stockton to Seaton and Hartlepool, 9 a.m. and 1 45 p.m.; Hartlepool and Seaton to Stockton, 9 55 a.m. and 5 30 p.m. Darlington to Bishop Auckland, 9 20 a.m.; Bishop Auckland to Darlington, 1 40 p.m.



| Mls | Down Trains           |      |       |       |       |      |      |      |      |      | Fares. |       |       |    |    |
|-----|-----------------------|------|-------|-------|-------|------|------|------|------|------|--------|-------|-------|----|----|
|     | Trains leave          | 1    | 2     | 3     | 4     | 5    | 6    | 7    | 8    | 9    | 1st    | 2d    | 3d    | C. | C. |
|     | Shoreditch.....       | 8 0  | 9 0   | 9 30  | 11 30 | 3 30 | 4 30 | 5 30 | 6 30 | 7 30 | s. d.  | s. d. | s. d. | d. | d. |
| 32  | Stratford.....        | 8 8  | 9 12  | 9 38  | ..    | 3 38 | ..   | 5 38 | 6 38 | 7 38 | 0 9    | 0 7   | 0 4   | .. | .. |
| 52  | Lea Bridge.....       | ..   | 9 20  | 9 44  | ..    | ..   | ..   | 5 47 | 6 47 | 7 47 | 0 10   | 0 8   | 0 6   | .. | .. |
| 72  | Tottenham.....        | 8 17 | 9 28  | 9 49  | 11 45 | 3 47 | ..   | 5 47 | 6 47 | 7 47 | 0 10   | 0 8   | 0 8   | .. | .. |
| 9   | Marsh Lane.....       | ..   | 9 34  | ..    | ..    | ..   | ..   | 5 53 | ..   | ..   | 0 10   | 0 8   | 0 9   | .. | .. |
| 94  | Edmonton.....         | ..   | 9 38  | 9 54  | ..    | ..   | ..   | 5 57 | 25   | ..   | 1 0    | 0 10  | 0 10  | .. | .. |
| 112 | Ponder's End.....     | 8 27 | 9 47  | ..    | 11 55 | 3 57 | ..   | 6 32 | 8 57 | ..   | 1 3    | 1 0   | 1 0   | .. | .. |
| 144 | Waltham.....          | 8 34 | 9 58  | 10 6  | 12 2  | 4 4  | 5 8  | 6 10 | 40   | 9 17 | 2 0    | 1 6   | 1 3   | .. | .. |
| 19  | Broxbourne.....       | 8 44 | 10 10 | 10 17 | 12 13 | 4 15 | 5 9  | 6 23 | 50   | 9 17 | 3 6    | 2 6   | 1 7   | .. | .. |
| 22  | Saint Margaret's..... | ..   | 10 30 | 10 30 | ..    | 4 28 | 5 22 | ..   | 10   | ..   | 4 6    | 3 6   | 1 10  | .. | .. |
| 244 | Ware.....             | 9 4  | 10 35 | 10 35 | 12 33 | 4 33 | 5 31 | ..   | 15   | 9 37 | 4 6    | 3 8   | 2 0   | .. | .. |
| 26  | Hertford.....         | 9 10 | 10 42 | 10 42 | 12 40 | 4 40 | 5 38 | ..   | 22   | 9 44 | 5 0    | 4 0   | 2 2   | .. | .. |
| 22  | Roydon.....           | 8 54 | 10 36 | ..    | 12 22 | ..   | 5 18 | ..   | 9 27 | ..   | 4 6    | 3 6   | 1 10  | .. | .. |
| 244 | Burnt Mill.....       | ..   | 10 45 | ..    | ..    | ..   | 5 25 | ..   | ..   | ..   | 5 0    | 3 9   | 2 1   | .. | .. |
| 264 | Harlow.....           | 9 5  | 10 56 | ..    | 12 31 | 4 33 | 5 31 | ..   | 9 37 | ..   | 5 6    | 4 6   | 2 3   | .. | .. |
| 284 | Sawbridgeworth.....   | ..   | 11 7  | 10 40 | ..    | ..   | ..   | ..   | 11   | ..   | 6 0    | 4 6   | 2 5   | .. | .. |
| 324 | Stortford.....        | 9 19 | 11 22 | 10 50 | 12 45 | 4 47 | 5 45 | ..   | 23   | 9 53 | 7 0    | 5 6   | 2 8   | .. | .. |

| Mls | Up Trains.            |      |      |      |       |       |      |      |      |      | Fares. |       |       |    |    |
|-----|-----------------------|------|------|------|-------|-------|------|------|------|------|--------|-------|-------|----|----|
|     | Trains leave          | 1    | 2    | 3    | 4     | 5     | 6    | 7    | 8    | 9    | 1st    | 2d    | 3d    | C. | C. |
|     | Stortford.....        | 6 15 | ..   | 8 15 | 9 30  | 11 30 | 2 30 | 4 30 | 5 40 | 6 15 | s. d.  | s. d. | s. d. | d. | d. |
| 32  | Sawbridgeworth.....   | ..   | ..   | 8 23 | ..    | ..    | ..   | ..   | 5 55 | ..   | 1 3    | 1 0   | 0 4   | .. | .. |
| 6   | Harlow.....           | ..   | ..   | 8 28 | 9 41  | 11 41 | 2 41 | 4 41 | 6 6  | 6 26 | 1 8    | 1 6   | 0 6   | .. | .. |
| 72  | Burnt Mill.....       | ..   | ..   | 8 33 | ..    | ..    | ..   | ..   | 6 16 | ..   | 2 0    | 1 6   | 0 8   | .. | .. |
| 104 | Roydon.....           | ..   | ..   | 8 40 | 9 50  | 11 50 | ..   | ..   | 6 25 | ..   | 2 6    | 2 0   | 0 11  | .. | .. |
| 164 | Hertford.....         | ..   | ..   | 8 30 | 9 40  | 11 40 | 2 35 | 4 35 | 6 0  | 6 25 | 3 6    | 3 0   | ..    | .. | .. |
| 152 | Ware.....             | ..   | ..   | 8 34 | 9 44  | 11 44 | 2 39 | 4 44 | 6 10 | 6 29 | 3 6    | 3 0   | ..    | .. | .. |
| 14  | Saint Margaret's..... | ..   | ..   | ..   | 9 48  | ..    | 2 43 | 4 26 | 6 20 | 6 33 | 3 6    | 3 0   | ..    | .. | .. |
| 132 | Broxbourne.....       | 6 44 | 7 50 | 8 50 | 10 11 | 12 11 | 2 59 | 4 16 | 6 35 | 6 44 | 3 6    | 3 0   | 1 2   | .. | .. |
| 174 | Waltham.....          | 6 53 | 8 0  | 8 59 | 10 11 | 12 11 | 3 9  | 4 17 | 6 5  | 6 54 | 5 0    | 4 0   | 1 6   | .. | .. |
| 204 | Ponder's End.....     | ..   | 8 8  | 9 7  | 10 19 | ..    | 3 17 | 3 39 | 7 14 | 7 2  | 5 9    | 4 6   | 1 9   | .. | .. |
| 222 | Edmonton.....         | ..   | 8 15 | 9 14 | ..    | 12 24 | ..   | ..   | 7 22 | ..   | 6 0    | 4 8   | 1 11  | .. | .. |
| 234 | Marsh Lane.....       | ..   | ..   | 9 17 | ..    | ..    | ..   | ..   | 7 26 | ..   | 6 3    | 4 10  | 2 0   | .. | .. |
| 244 | Tottenham.....        | ..   | 8 21 | 9 22 | 10 30 | ..    | ..   | ..   | 7 32 | 7 15 | 6 3    | 4 10  | 2 1   | .. | .. |
| 264 | Lea Bridge.....       | ..   | 8 26 | 9 27 | ..    | ..    | ..   | ..   | 7 40 | ..   | 6 3    | 4 10  | 2 3   | .. | .. |
| 284 | Stratford.....        | 7 15 | 8 31 | 9 33 | 10 38 | 12 37 | 3 35 | 4 40 | 7 48 | 7 22 | 6 6    | 5 0   | 2 5   | .. | .. |
| 324 | Shoreditch.....       | 7 25 | 8 43 | 9 45 | 10 50 | 12 49 | 3 47 | 4 52 | 8 0  | 7 34 | 7 0    | 5 6   | 2 8   | .. | .. |

**Sundays.**—London to Hertford and Stortford 9 a.m. 24, and From Hertford 8 40 a.m. and 6 10 p.m.; stopping at all the stations open carriages attached.

Post Horses are in readiness at the London terminus on the Post Boy, 10s. 6d.

The 9 0 a.m. down train, and 5 40 p.m. up train, are third class only.

## LONDON AND BLACKWALL.

Sec., J. F. Kennell. Supt., A. Wightman.  
Trains every day to and from London and Blackwall, and the intermediate stations of Cannon-street road, Shadwell, Stepney, Limehouse, West India Docks, and Poplar, every quarter of an hour from 8½ a.m. until 8½ p.m.

FARES.—first class 6d., 2nd class, 4d.

Passengers may take tickets at the Fenchurch-street, Minories, Cannon-street, Shadwell, and Stepney stations, for Woolwich, 1st class 8d.; 2nd class 6d.; such tickets being available by the boats of the Woolwich and Watermen Companies.

On Sundays the trains cease running from 10½ till 1, being the hours of church service.

Fast Steamboats start for Gravesend frequently throughout the day.

## LONDON AND GREENWICH.

Sec., J. Y. Akerman Esq. Engr., Col. Landman.  
The trains run each way every ¼ of an hour from 8 a.m. till 10 p.m.; on Sundays from 8 till 4 to 11, and from 4 past 1 till 10.

FARES.—1st class 8d.; 2nd class 6d.; 3rd class 4d.; and if with return ticket, 1st class 1s. 2nd class 10d.

Annual Tickets may be had on the following terms:—1st class, £10 10s.; 2nd class, £7 7s.

An extra train leaves London at 4 past 10 p.m. calling at all the stations.

| Mls. | Down Trains.          | Cheap Train. | 1, 2, & 3 class | 1st class MAIL | 1 & 2 class | 1st class | 1 & 2 class | 1, 2, & 3 class | Cheap Train. | SUNDAYS.      |               |               |               | FARES. |           |           |           |
|------|-----------------------|--------------|-----------------|----------------|-------------|-----------|-------------|-----------------|--------------|---------------|---------------|---------------|---------------|--------|-----------|-----------|-----------|
|      |                       |              |                 |                |             |           |             |                 |              | 1, 2, 3 class | 1, 2, 3 class | 1, 2, 3 class | 1, 2, 3 class | Fast.  | 1st class | 2nd class | 3rd class |
|      | Trains leave          | a.m.         | a.m.            | a.m.           | noon.       | p.m.      | p.m.        | p.m.            | p.m.         | a.m.          | a.m.          | a.m.          | p.m.          | s. d.  | s. d.     | s. d.     | s. d.     |
|      | <b>*London Bridge</b> | 6 30         | *8 30           | *10 30         | *12 0       | *2 0      | 3 0         | 6 30            | 6 30         | 8 0           | 10 45         | 6 30          | ..            | ..     | ..        | ..        | ..        |
| 3    | <b>*New Cross</b>     | 6 39         | 8 43            | ..             | 12 13       | ..        | 3 11        | 6 43            | 6 39         | 8 13          | 10 58         | 6 43          | ..            | ..     | ..        | ..        | ..        |
| 10½  | <b>*Croydon</b>       | 7 4          | 9 5             | 11 0           | 12 35       | 2 30      | 3 31        | 7 5             | 7 4          | 8 35          | 11 20         | 7 5           | 2 3           | 2 3    | 1 9       | 1 6       | 6         |
| 13½  | Godstone Road         | 7 16         | 9 15            | ..             | ..          | ..        | 3 41        | 7 15            | 7 16         | 8 45          | 11 30         | 7 15          | ..            | 3 0    | 2 0       | 1 6       | 6         |
| 14½  | <b>*Stoat's Nest</b>  | 7 21         | 9 20            | ..             | 12 48       | ..        | ..          | 7 20            | 7 21         | 8 50          | 11 35         | 7 20          | ..            | 3 6    | 2 4       | 1 8       | 8         |
| 21   | <b>*Reigate</b>       | 7 48         | 9 40            | 11 25          | 1 8         | 2 55      | 4 3         | 7 40            | 7 48         | 9 10          | 11 55         | 7 40          | 5 0           | 4 8    | 3 4       | 2 4       | 4         |
| 25½  | <b>*Horley</b>        | 8 5          | 9 50            | ..             | 1 18        | ..        | 4 13        | 7 50            | 8 5          | 9 20          | 12 5          | 7 50          | ..            | 6 0    | 4 0       | 3 0       | 0         |
| 29½  | <b>*Three Bridges</b> | 8 20         | 10 2            | 11 42          | 1 30        | 3 12      | 4 25        | 8 2             | 8 29         | 9 34          | 12 19         | 8 4           | 8 0           | 7 0    | 4 8       | 3 4       | 4         |
| 33½  | Balcombe              | 8 37         | 10 14           | ..             | 1 43        | ..        | ..          | 8 14            | 8 37         | 9 47          | 12 32         | 8 17          | ..            | 8 0    | 5 4       | 4 3       | 8         |
| 37½  | <b>*Haywd. Heath</b>  | 9 4          | 10 24           | 12 0           | 1 53        | 3 30      | 4 45        | 8 24            | 9 4          | 9 54          | 12 39         | 8 24          | 10 6          | 9 0    | 6 4       | 4 0       | 4         |
| 41½  | Burgess Hill          | 9 17         | 10 34           | ..             | ..          | ..        | 4 55        | 8 34            | 9 17         | 10 4          | 12 49         | 8 34          | ..            | 9 8    | 6 4       | 4 4       | 6         |
| 43½  | <b>*Hassock's Gt.</b> | 9 27         | 10 43           | 12 16          | 2 13        | 3 46      | 5 5         | 8 43            | 9 27         | 10 13         | 12 58         | 8 43          | 12 6          | 10 4   | 7 0       | 4 6       | 6         |
| 50½  | <b>*BRIGHTON</b>      | 9 55         | 11 0            | 12 30          | 2 30        | 4 0       | 5 25        | 9 0             | 9 55         | 10 30         | 1 15          | 9 0           | 14 6          | 12 0   | 8 0       | 5 0       | 0         |

| Mls. | Up Trains.            | Cheap Train. | 1, 2, & 3 class | 1st class | 1 & 2 class | 1st class MAIL | 1 & 2 class | 1st class | 1 & 2 class | 1, 2, & 3 class | Cheap Train. | 1, 2, & 3 class | 1, 2, & 3 class | 1, 2, & 3 class | Fast. | 1st class | 2nd class | 3rd class |
|------|-----------------------|--------------|-----------------|-----------|-------------|----------------|-------------|-----------|-------------|-----------------|--------------|-----------------|-----------------|-----------------|-------|-----------|-----------|-----------|
|      |                       |              |                 |           |             |                |             |           |             |                 |              |                 |                 |                 |       |           |           |           |
|      | Trains leave          | a.m.         | a.m.            | a.m.      | a.m.        | p.m.           | p.m.        | p.m.      | p.m.        | p.m.            | p.m.         | p.m.            | p.m.            | p.m.            | s. d. | s. d.     | s. d.     | s. d.     |
|      | <b>*BRIGHTON</b>      | 7 0          | 8 45            | 10 0      | 11 30       | 1 45           | 3 30        | 6 35      | 35          | 7 45            | 2 30         | 6 30            | 6 35            | ..              | ..    | ..        | ..        | ..        |
| 7    | <b>*Hassock's Gt.</b> | 7 21         | ..              | 10 22     | 11 47       | 2 7            | 3 47        | 6 57      | 0           | 8 7             | 2 52         | 6 52            | 7 0             | 2 0             | 1 8   | 1 0       | 0 8       | 8         |
| 9½   | Burgess Hill          | 7 27         | ..              | ..        | ..          | 2 13           | ..          | 6 57      | 10          | 8 13            | 2 58         | 6 58            | 7 10            | 3 6             | 3 4   | 2 0       | 1 6       | 0         |
| 12½  | <b>*Haywd. Heath</b>  | 7 38         | ..              | 10 38     | 11 58       | 2 25           | 3 58        | 7 17      | 20          | 8 25            | 3 10         | 7 10            | 7 20            | ..              | 4 0   | 2 0       | 1 8       | 8         |
| 17   | Balcombe              | 7 50         | ..              | 10 50     | ..          | ..             | ..          | 7 27      | 45          | 8 37            | 3 22         | 7 22            | 7 45            | ..              | 4 0   | 2 0       | 1 8       | 8         |
| 21½  | <b>*Three Bridges</b> | 8 2          | ..              | 11 4      | 12 21       | 2 40           | 4 21        | 7 38      | 0           | 8 51            | 3 36         | 7 36            | 8 0             | 6 0             | 5 0   | 3 6       | 2 0       | 0         |
| 25   | <b>*Horley</b>        | 8 14         | ..              | 11 12     | ..          | 2 58           | ..          | 7 45      | 15          | 9 0             | 3 45         | 7 45            | 8 15            | ..              | 6 0   | 4 0       | 2 6       | 6         |
| 29½  | <b>*Reigate</b>       | 8 26         | 9 35            | 11 30     | 12 40       | 3 15           | 4 40        | 8 3       | 32          | 9 15            | 4 0          | 8 0             | 8 32            | 8 6             | 7 0   | 4 8       | 3 0       | 6         |
| 36   | <b>*Stoat's Nest</b>  | 8 46         | ..              | 11 50     | ..          | ..             | ..          | 8 29      | 0           | 9 35            | 4 20         | 8 20            | 9 0             | ..              | 8 6   | 5 8       | 3 6       | 6         |
| 37½  | Godstone Road         | 8 50         | ..              | ..        | ..          | 3 37           | ..          | 8 29      | 5           | 9 39            | 4 24         | 8 24            | 9 5             | ..              | 9 0   | 6 0       | 3 0       | 6         |
| 40   | <b>*Croydon</b>       | 8 58         | ..              | 12 0      | 1 33        | 4 5            | 3           | 8 39      | 13          | 9 47            | 4 32         | 8 32            | 9 13            | 11 8            | 9 0   | 6 6       | 4 0       | 6         |
| 47½  | <b>*New Cross</b>     | 9 15         | ..              | 12 20     | ..          | 4 5            | ..          | 8 59      | 47          | 10 5            | 4 50         | 8 50            | 9 47            | ..              | 11 4  | 7 6       | 4 6       | 6         |
| 50½  | <b>*London Bridge</b> | 9 25         | 10 15           | 12 30     | 1 30        | 4 15           | 5 30        | 9 0       | 0           | 10 15           | 5 0          | 9 0             | 10 0            | 14 6            | 12 0  | 8 0       | 5 0       | 0         |

## SHOREHAM BRANCH.

From Brighton to Shoreham, 7 45, 9, (10 cheap) 10 25, and \*11½ a.m.; \*12½, 2 15, \*3, \*4 15, and 6½ p.m.  
 From Shoreham to Brighton, \*8 10, \*9 25, and \*10 a.m. 12, noon, \*1½, \*2 45, 3 35, \*5 45, (6, cheap) and 7½ p.m.  
 On Sundays—From Brighton, 9 a.m., 1½, 3½, 5½, and 6½ p.m. From Shoreham 10 a.m. 2, 4½, 6, and 8 p.m.

FARES.—First class, 1s.; second class, 6d.; third class, 6d.; cheap train 1d. per mile.

First class passengers may be booked throughout, from London Shoreham and from Shoreham to London by the trains marked thus,\* without change of carriage or removal of luggage; second and third class passengers may go by the same trains; but they will be liable to a change of carriage. The Shoreham Trains marked \* will not start until the corresponding trains from London have arrived. The train from Shoreham at 2½ p.m. will not stop at any station between Shoreham and Brighton.

+ An additional express train from London to Brighton on Saturdays at 4 p.m., returning on Mondays at 5 a.m., calling at Three Bridges at 5 3 p.m. down, and at 10 a.m. up. No passengers will be conveyed from London to New Cross, or from New Cross to London only. The CHEAP trains convey passengers at the rate of 1d. per mile.  
 + Two second class included carriages will be attached to these trains; Fare, 10s. 6d.



10

Sec. J. Whitehead.  
Mang. Capt. O'Brien.

## SOUTH EASTERN LONDON &amp; DOVER.

Sup. Capt. Charlewood  
Res. Engr. P. W. Barlow.

| 10 |  | Sec. 3. S. S. S. S. S. S. S. S. S. S. S. S. S. S. S. S. S. S. S. S. S. S. S. S. S. S. S. S. S. S. S. S. S. S. S. S. S. S. S. S. S. S. S. S. S. S. S. S. S. S. S. S. S. S. S. S. S. S. S. S. S. S. S. S. S. S. S. S. S. S. S. S. S. S. S. S. S. S. S. S. S. S. S. S. S. S. S. S. S. S. S. S. S. S. S. S. S. S. S. S. S. S. S. S. S. S. S. S. S. S. S. S. S. S. S. S. S. S. S. S. S. S. S. S. S. S. S. S. S. S. S. S. S. S. S. S. S. S. S. S. S. S. S. S. S. S. S. S. S. S. S. S. S. S. S. S. S. S. S. S. S. S. S. S. S. S. S. S. S. S. S. S. S. S. S. S. S. S. S. S. S. S. S. S. S. S. S. S. S. S. S. S. S. S. S. S. S. S. S. S. S. S. S. S. S. S. S. S. S. S. S. S. S. S. S. S. S. S. S. S. S. S. S. S. S. S. S. S. S. S. S. S. S. S. S. S. S. S. S. S. S. S. S. S. S. S. S. S. S. S. S. S. S. S. S. S. S. S. S. S. S. S. S. S. S. S. S. S. S. S. S. S. S. S. S. S. S. S. S. S. S. S. S. S. S. S. S. S. S. S. S. S. S. S. S. S. S. S. S. S. S. S. S. S. S. S. S. S. S. S. S. S. S. S. S. S. S. S. S. S. S. S. S. S. S. S. S. 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|       |                              | Sunbury Trains. |       |       |       |       |      |       |      |       |      | Fares from Sunbury. |       |      |       |       |       |      |       |       |       |       |       |       |
|-------|------------------------------|-----------------|-------|-------|-------|-------|------|-------|------|-------|------|---------------------|-------|------|-------|-------|-------|------|-------|-------|-------|-------|-------|-------|
| Miles | Up Trains                    | 1 & 2           |       | 1,2,3 |       | 1 & 2 |      | 1,2,3 |      | 1 & 2 |      | 1,2ml               | 1,2,3 |      | 3 cls |       | 1 & 2 |      | 1,2,3 |       | mix.  |       | 3 Cl. |       |
|       |                              | a.m.            | a.m.  | a.m.  | a.m.  | a.m.  | a.m. | noon  | p.m. | p.m.  | a.m. |                     | a.m.  | p.m. | p.m.  | p.m.  | p.m.  | cls. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. |
| 0     | <b>Dover</b> .....           | 1 0             | ..    | 6 40  | 9 30  | 11 30 | ..   | 2 15  | 5 40 | ..    | 1 0  | 9 30                | 2 50  | 3 30 | 6 30  | ..    | ..    | 1 6  | 1 0   | 0 60  | ..    | ..    | ..    |       |
| 6     | <b>Folkestone</b> .....      | 1 19            | ..    | 6 59  | 9 49  | 11 49 | ..   | 2 34  | 5 59 | ..    | 1 19 | 9 49                | 3 22  | 3 49 | 6 49  | ..    | ..    | 1 6  | 2 6   | 0 10  | ..    | ..    | ..    |       |
| 13    | <b>Westenhanger</b> .....    | 1 37            | ..    | 7 17  | 10 7  | 12 7  | ..   | 2 52  | 6 17 | ..    | 1 37 | 10 7                | 3 44  | 4 7  | 7 7   | ..    | ..    | 1 6  | 2 6   | 0 10  | ..    | ..    | ..    |       |
| 21    | <b>Ashford</b> .....         | 1 58            | ..    | 7 38  | 10 28 | 12 28 | ..   | 3 13  | 6 38 | ..    | 1 58 | 10 28               | 4 12  | 4 28 | 7 28  | ..    | ..    | 5 5  | 8 6   | 2 02  | 1 9   | ..    | ..    |       |
| 26    | <b>Pluckley</b> .....        | 2 11            | ..    | 7 51  | 10 41 | 12 41 | ..   | 3 26  | 6 51 | ..    | 2 11 | 10 41               | 4 31  | 4 41 | 7 41  | ..    | ..    | 7 0  | 4 6   | 2 02  | 2 2   | ..    | ..    |       |
| 32    | <b>Headcorn</b> .....        | 2 24            | ..    | 8 4   | 10 54 | 12 54 | ..   | 3 39  | 6 7  | 4     | 2 24 | 10 54               | 4 48  | 4 54 | 7 54  | ..    | ..    | 8 0  | 5 6   | 2 02  | 8 2   | ..    | ..    |       |
| 35    | <b>Staplehurst</b> .....     | 2 33            | ..    | 8 13  | 11 3  | 1 3   | ..   | 3 48  | 7 13 | ..    | 2 33 | 11 3                | 5 6   | 5 3  | 8 3   | ..    | ..    | 9 0  | 6 0   | 3 02  | 12 11 | ..    | ..    |       |
| 37    | <b>Maldstone</b> .....       | 2 42            | ..    | 8 21  | 11 12 | 1 12  | ..   | 3 57  | 7 21 | ..    | 2 42 | 11 12               | 5 18  | 5 12 | 8 12  | ..    | ..    | 9 6  | 6 6   | 3 33  | 1 1   | ..    | ..    |       |
| 39    | <b>Yalding arrival</b> ..... | ..              | 9 30  | 8 0   | ..    | ..    | 12 0 | 3 30  | 6 53 | ..    | ..   | 10 45               | 4 45  | 4 45 | 7 45  | ..    | ..    | 12 0 | 8 0   | 4 04  | 4 4   | ..    | ..    |       |
| 42    | <b>Paddock Wood</b> .....    | 2 55            | 10 2  | 8 18  | 11 25 | 1 25  | ..   | 12 19 | 3 49 | 7 12  | ..   | 11 4                | 5 4   | 5 4  | 8 4   | ..    | ..    | 11 5 | 7 6   | 3 10  | 3 9   | ..    | ..    |       |
| 47    | <b>Tunbridge</b> .....       | 3 13            | 10 18 | 8 51  | 11 43 | 1 43  | ..   | 12 35 | 4 10 | 7 33  | ..   | 11 25               | 5 38  | 5 25 | 8 25  | ..    | ..    | 10 5 | 7 0   | 3 63  | 6 6   | ..    | ..    |       |
| 51    | <b>Penshurst</b> .....       | 3 23            | ..    | 9 2   | 11 53 | ..    | ..   | 1 3   | 4 53 | 8 2   | ..   | 11 13               | 4 6   | 5 43 | 8 43  | ..    | ..    | 12 0 | 8 0   | 4 03  | 11 3  | ..    | ..    |       |
| 56    | <b>Edenbridge</b> .....      | 3 37            | 10 39 | 9 16  | 12 7  | ..    | ..   | 1 17  | 4 58 | 8 16  | ..   | 11 37               | 6 17  | 5 53 | 8 53  | ..    | ..    | 13 0 | 9 0   | 4 54  | 3 3   | ..    | ..    |       |
| 61    | <b>Godstone</b> .....        | 3 51            | ..    | 9 30  | 12 21 | ..    | ..   | 1 31  | 5 2  | 8 30  | ..   | 11 57               | 6 34  | 6 7  | 9 7   | ..    | ..    | 14 0 | 9 6   | 5 04  | 8 1   | ..    | ..    |       |
| 67    | <b>Reigate</b> .....         | 4 5             | 11 3  | 9 44  | 12 35 | 2 29  | ..   | 1 45  | 5 20 | 8 44  | ..   | 12 35               | 7 10  | 6 35 | 9 35  | ..    | ..    | 16 0 | 10 6  | 6 05  | 7 8   | ..    | ..    |       |
| 68    | <b>Merstham</b> .....        | ..              | ..    | 9 47  | ..    | ..    | ..   | 1 48  | 5 23 | 8 47  | ..   | 12 38               | 7 16  | 6 38 | 9 38  | ..    | ..    | 17 0 | 10 10 | 6 25  | 8 8   | ..    | ..    |       |
| 77    | <b>Croydon</b> .....         | 4 31            | ..    | 10 16 | 1 6   | ..    | ..   | 2 15  | 5 52 | 9 16  | ..   | 4 31                | 1 6   | 7 50 | 7 6   | 10 6  | ..    | 17 0 | 11 0  | 6 6   | 6 5   | ..    | ..    |       |
| 77    | <b>Brckllys' Arms</b> .....  | 5 1             | 12 0  | 10 50 | 1 45  | 3 25  | ..   | 2 44  | 6 31 | 9 55  | ..   | 5 1                 | 1 45  | ..   | 7 45  | 10 45 | ..    | 18 6 | 12 0  | ..    | ..    | ..    | ..    |       |
| 88    | <b>London Bridge</b> .....   | 5 1             | 12 0  | 10 50 | 1 45  | 3 25  | ..   | 2 44  | 6 31 | 9 55  | ..   | 5 1                 | 1 45  | 8 30 | 7 45  | 10 45 | ..    | 18 6 | 12 0  | ..    | 7 37  | 4     | ..    |       |

Trains to and from Merstham &amp; Yalding stop only when there are passengers to take up or set down.

| Distance from<br>Euston station. | Down Trains.           | LONDON AND BIRMINGHAM. |                         |              |                 |                                     |                                     |                                     |                                     |                                     |                                     |                                     |                                     |                                     |                                     |                                     |                                     |                                     |                                     |                                     | ON SUNDAYS.                         |                                     |                                     |                                     |                                     |                                     |                                     |                                     |      |      |
|----------------------------------|------------------------|------------------------|-------------------------|--------------|-----------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|------|------|
|                                  |                        | 8 $\frac{1}{2}$        | 6 $\frac{1}{2}$         | 7            | 8               | 9                                   | 9 $\frac{1}{2}$                     | 10                                  | 10 $\frac{1}{2}$                    | 11                                  | 1                                   | 3                                   | 3 $\frac{1}{2}$                     | 5                                   | 5 $\frac{1}{2}$                     | 6                                   | 8 $\frac{1}{2}$                     | 9                                   |                                     |                                     | 7                                   | 8                                   | 8 $\frac{1}{2}$                     | 10                                  | 6                                   | 8 $\frac{1}{2}$                     | 9                                   |                                     |      |      |
|                                  |                        | a.m.                   | a.m.                    | a.m.         | a.m.            | a.m.                                | a.m.                                | a.m.                                | a.m.                                | a.m.                                | p.m.                                | p.m.                                | p.m.                                | p.m.                                | p.m.                                | p.m.                                | p.m.                                | p.m.                                | p.m.                                |                                     | a.m.                                | a.m.                                | a.m.                                | a.m.                                | p.m.                                | p.m.                                | p.m.                                | p.m.                                | p.m. | p.m. |
|                                  |                        | from<br>Rugby.         | 1.2.3<br>4.5.6.7.<br>12 | 3rd<br>class | 6.7.9.<br>10.12 | 1.2.3.<br>4.5.6.<br>7.8.9.<br>10.12 | 1.2.3.<br>4.5.6.<br>7.8.9.<br>10.12 | 1.2.3.<br>4.5.6.<br>7.8.9.<br>10.12 | 1.2.3.<br>4.5.6.<br>7.8.9.<br>10.12 | 1.2.3.<br>4.5.6.<br>7.8.9.<br>10.12 | 1.2.3.<br>4.5.6.<br>7.8.9.<br>10.12 | 1.2.3.<br>4.5.6.<br>7.8.9.<br>10.12 | 1.2.3.<br>4.5.6.<br>7.8.9.<br>10.12 | 1.2.3.<br>4.5.6.<br>7.8.9.<br>10.12 | 1.2.3.<br>4.5.6.<br>7.8.9.<br>10.12 | 1.2.3.<br>4.5.6.<br>7.8.9.<br>10.12 | 1.2.3.<br>4.5.6.<br>7.8.9.<br>10.12 | 1.2.3.<br>4.5.6.<br>7.8.9.<br>10.12 | 1.2.3.<br>4.5.6.<br>7.8.9.<br>10.12 | 1.2.3.<br>4.5.6.<br>7.8.9.<br>10.12 | 1.2.3.<br>4.5.6.<br>7.8.9.<br>10.12 | 1.2.3.<br>4.5.6.<br>7.8.9.<br>10.12 | 1.2.3.<br>4.5.6.<br>7.8.9.<br>10.12 | 1.2.3.<br>4.5.6.<br>7.8.9.<br>10.12 | 1.2.3.<br>4.5.6.<br>7.8.9.<br>10.12 | 1.2.3.<br>4.5.6.<br>7.8.9.<br>10.12 | 1.2.3.<br>4.5.6.<br>7.8.9.<br>10.12 | 1.2.3.<br>4.5.6.<br>7.8.9.<br>10.12 |      |      |
| Miles                            | EUSTON SQUARE          | ..                     | *6.15                   | 7 0          | *8 0            | *9 0                                | *9 30                               | 10 0                                | *10 15                              | *11 0                               | *1 0                                | *3 0                                | *3 30                               | *5 0                                | *5 30                               | *6 0                                | 8 30                                | 9 0                                 | 7 0                                 | *8 0                                | *8 30                               | 10 0                                | *6 0                                | 8 30                                | 9 0                                 |                                     |                                     |                                     |      |      |
| 6                                | Willesden [arrival]    | ..                     | ..                      | 7 17         | ..              | ..                                  | ..                                  | ..                                  | ..                                  | 10 31                               | ..                                  | ..                                  | 3 16                                | ..                                  | 5 16                                | ..                                  | 6 16                                | ..                                  | 7 17                                | ..                                  | 8 46                                | ..                                  | 6 16                                | ..                                  | 8 30                                | 9 0                                 |                                     |                                     |      |      |
| 8                                | Sudbury                | ..                     | ..                      | 7 20         | ..              | ..                                  | ..                                  | ..                                  | ..                                  | 10 36                               | ..                                  | ..                                  | 3 21                                | ..                                  | 5 21                                | ..                                  | 6 21                                | ..                                  | 7 20                                | ..                                  | 8 51                                | ..                                  | 6 21                                | ..                                  | 8 30                                | 9 0                                 |                                     |                                     |      |      |
| 11 $\frac{1}{2}$                 | Harrow                 | ..                     | ..                      | 7 37         | 8 22            | ..                                  | ..                                  | ..                                  | ..                                  | 10 43                               | ..                                  | 12                                  | 3 28                                | ..                                  | 5 28                                | ..                                  | 6 28                                | ..                                  | 7 37                                | ..                                  | 8 58                                | ..                                  | 6 28                                | ..                                  | 8 30                                | 9 0                                 |                                     |                                     |      |      |
| 13 $\frac{1}{2}$                 | Pinner                 | ..                     | ..                      | 7 39         | ..              | ..                                  | ..                                  | ..                                  | ..                                  | 10 45                               | ..                                  | ..                                  | 3 32                                | ..                                  | 5 32                                | ..                                  | 6 32                                | ..                                  | 7 39                                | ..                                  | 9 2                                 | ..                                  | 6 32                                | ..                                  | 8 30                                | 9 0                                 |                                     |                                     |      |      |
| 16                               | Bushey                 | ..                     | ..                      | 7 44         | ..              | ..                                  | ..                                  | ..                                  | ..                                  | 10 54                               | ..                                  | ..                                  | 3 38                                | ..                                  | 5 38                                | ..                                  | 6 38                                | ..                                  | 7 44                                | ..                                  | 9 12                                | ..                                  | 6 38                                | ..                                  | 8 30                                | 9 0                                 |                                     |                                     |      |      |
| 17 $\frac{1}{2}$                 | WATFORD                | ..                     | 6 52                    | 7 57         | 8 39            | ..                                  | 10 5                                | ..                                  | 10 59                               | 11 37                               | 13                                  | 3 47                                | 4 7                                 | 5 47                                | 6 47                                | ..                                  | 7 47                                | ..                                  | 8 52                                | ..                                  | 9 39                                | ..                                  | 6 47                                | ..                                  | 8 30                                | 9 0                                 |                                     |                                     |      |      |
| 21                               | Kings Langley          | ..                     | ..                      | 8 9          | 8 45            | ..                                  | ..                                  | ..                                  | ..                                  | 11 7                                | ..                                  | 13                                  | 3 56                                | ..                                  | 5 56                                | ..                                  | 6 56                                | ..                                  | 8 9                                 | ..                                  | 9 26                                | ..                                  | 6 56                                | ..                                  | 8 30                                | 9 0                                 |                                     |                                     |      |      |
| 24 $\frac{1}{2}$                 | Boxmoor                | ..                     | ..                      | 8 22         | 8 59            | ..                                  | ..                                  | ..                                  | ..                                  | 11 17                               | ..                                  | 13                                  | 4 7                                 | ..                                  | 6 7                                 | ..                                  | 7 7                                 | ..                                  | 8 22                                | ..                                  | 9 37                                | ..                                  | 7 7                                 | ..                                  | 8 30                                | 9 0                                 |                                     |                                     |      |      |
| 28                               | Berkhamstead           | ..                     | ..                      | 8 32         | 9 9             | ..                                  | ..                                  | ..                                  | ..                                  | 11 27                               | ..                                  | 13                                  | 4 17                                | ..                                  | 6 17                                | ..                                  | 7 17                                | ..                                  | 8 32                                | ..                                  | 9 47                                | ..                                  | 7 17                                | ..                                  | 8 30                                | 9 0                                 |                                     |                                     |      |      |
| 31 $\frac{1}{2}$                 | TRING                  | ..                     | 7 28                    | 8 47         | 9 18            | 10 3                                | ..                                  | ..                                  | 11 3                                | 11 38                               | 12 17                               | 28                                  | 4 28                                | 4 37                                | 6 30                                | 6 37                                | 7 28                                | 9 36                                | 8 47                                | 9 18                                | 9 58                                | 11 3                                | 7 28                                | 9 36                                | ..                                  |                                     |                                     |                                     |      |      |
| 36 $\frac{1}{2}$                 | Cheddington            | ..                     | ..                      | ..           | ..              | ..                                  | ..                                  | ..                                  | ..                                  | ..                                  | ..                                  | ..                                  | ..                                  | ..                                  | ..                                  | ..                                  | ..                                  | ..                                  | ..                                  | ..                                  | ..                                  | ..                                  | ..                                  | ..                                  | ..                                  | ..                                  |                                     |                                     |      |      |
| 41 $\frac{1}{2}$                 | Aylesbury              | ..                     | ..                      | ..           | 10 0            | ..                                  | ..                                  | ..                                  | 12 0                                | ..                                  | ..                                  | ..                                  | ..                                  | 5 0                                 | ..                                  | ..                                  | ..                                  | ..                                  | ..                                  | ..                                  | ..                                  | ..                                  | ..                                  | ..                                  | ..                                  | ..                                  |                                     |                                     |      |      |
| 41                               | LEIGHTON               | ..                     | 7 48                    | 9 20         | 9 38            | ..                                  | 10 56                               | ..                                  | ..                                  | 12 36                               | 28                                  | 4 45                                | ..                                  | ..                                  | 6 57                                | 7 45                                | ..                                  | 10 26                               | 9 20                                | 9 38                                | ..                                  | ..                                  | ..                                  | ..                                  | ..                                  | ..                                  |                                     |                                     |      |      |
| 46 $\frac{1}{2}$                 | Bletchley & F. Stratf. | ..                     | ..                      | 9 40         | 9 53            | ..                                  | ..                                  | ..                                  | ..                                  | ..                                  | 28                                  | 4 58                                | ..                                  | ..                                  | ..                                  | 7 58                                | ..                                  | ..                                  | 9 40                                | 9 53                                | ..                                  | ..                                  | ..                                  | ..                                  | ..                                  | ..                                  | ..                                  |                                     |      |      |
| 52 $\frac{1}{2}$                 | WOLVERTON              | ..                     | 8 12                    | 9 54         | 10 7            | 10 47                               | 11 22                               | 11 43                               | ..                                  | ..                                  | 1 2                                 | 3 7                                 | 5 15                                | ..                                  | ..                                  | 7 22                                | 8 15                                | 10 22                               | 10 52                               | 9 54                                | 10 7                                | ..                                  | 11 43                               | 8 15                                | 10 22                               | 10 52                               |                                     |                                     |      |      |
| 60                               | Road                   | ..                     | ..                      | 10 25        | 10 35           | ..                                  | ..                                  | ..                                  | ..                                  | ..                                  | ..                                  | ..                                  | ..                                  | ..                                  | ..                                  | ..                                  | ..                                  | ..                                  | ..                                  | ..                                  | ..                                  | ..                                  | ..                                  | ..                                  | ..                                  | ..                                  |                                     |                                     |      |      |
| 62 $\frac{1}{2}$                 | BLISWORTH              | ..                     | 8 45                    | 12 17        | 10 42           | ..                                  | 11 54                               | ..                                  | ..                                  | 1 35                                | 32                                  | ..                                  | ..                                  | ..                                  | 7 55                                | ..                                  | ..                                  | ..                                  | 10 25                               | 10 35                               | ..                                  | ..                                  | ..                                  | ..                                  | ..                                  | ..                                  |                                     |                                     |      |      |
| 69 $\frac{1}{2}$                 | Weedon                 | leave                  | 9 2                     | 12 36        | 11 1            | ..                                  | 12 11                               | 12 25                               | ..                                  | 1 55                                | 41                                  | ..                                  | ..                                  | ..                                  | 8 12                                | ..                                  | 11 5                                | 11 37                               | 12 36                               | 11 1                                | ..                                  | 12 25                               | ..                                  | 11 5                                | 11 37                               | ..                                  |                                     |                                     |      |      |
| 75 $\frac{1}{2}$                 | Crick (and Welton)     | at                     | ..                      | 12 56        | 11 19           | ..                                  | ..                                  | ..                                  | ..                                  | ..                                  | 49                                  | ..                                  | ..                                  | ..                                  | ..                                  | ..                                  | ..                                  | ..                                  | 12 56                               | 11 19                               | ..                                  | ..                                  | ..                                  | ..                                  | ..                                  | ..                                  |                                     |                                     |      |      |
| 83                               | RUGBY (Md. C. Jn.)     | 8 45                   | 9 35                    | 1 15         | 11 40           | 12 0                                | 12 40                               | ..                                  | ..                                  | 2 25                                | 49                                  | ..                                  | ..                                  | ..                                  | 8 45                                | ..                                  | 11 35                               | 12 5                                | 1 15                                | 11 40                               | ..                                  | 12 53                               | ..                                  | 11 35                               | 12 5                                |                                     |                                     |                                     |      |      |
| 89                               | BRANDON                | ..                     | 9 10                    | 2 14         | 12 9            | 12 9                                | 12 28                               | ..                                  | 1 14                                | 2 52                                | 5 9                                 | ..                                  | ..                                  | ..                                  | 9 17                                | ..                                  | ..                                  | ..                                  | 1 35                                | 11 55                               | ..                                  | ..                                  | ..                                  | ..                                  | ..                                  |                                     |                                     |                                     |      |      |
| 94                               | COVENTRY               | ..                     | 9 30                    | 11 5         | ..              | 1 30                                | 1 39                                | ..                                  | 1 30                                | 3 15                                | 55                                  | ..                                  | ..                                  | ..                                  | 9 35                                | ..                                  | 12 2                                | ..                                  | 1 49                                | 12 9                                | ..                                  | 1 14                                | ..                                  | 12 2                                | ..                                  |                                     |                                     |                                     |      |      |
| 99                               | Kenilworth             | ..                     | 9 40                    | 11 15        | ..              | 1 40                                | 1 40                                | ..                                  | 1 40                                | 3 25                                | 55                                  | ..                                  | ..                                  | ..                                  | 9 45                                | ..                                  | ..                                  | ..                                  | 1 30                                | ..                                  | ..                                  | 1 40                                | ..                                  | ..                                  | ..                                  |                                     |                                     |                                     |      |      |
| 103                              | Leamington             | ..                     | 9 33                    | 10 25        | 2 23            | 12 38                               | 12 50                               | ..                                  | ..                                  | 3 15                                | 55                                  | ..                                  | ..                                  | ..                                  | ..                                  | ..                                  | ..                                  | ..                                  | 2 23                                | 12 40                               | ..                                  | ..                                  | ..                                  | ..                                  | ..                                  |                                     |                                     |                                     |      |      |
| 108 $\frac{1}{2}$                | Hampton (Drby. Jn.)    | ..                     | 10 0                    | 10 50        | 3 0             | 1 10                                | 1 20                                | ..                                  | 1 55                                | ..                                  | ..                                  | ..                                  | ..                                  | ..                                  | 10 0                                | ..                                  | 12 50                               | ..                                  | 3 0                                 | 1 15                                | ..                                  | 1 55                                | ..                                  | 12 50                               | ..                                  |                                     |                                     |                                     |      |      |
| 113 $\frac{1}{2}$                | BIRMINGHAM             | ..                     | ..                      | ..           | ..              | ..                                  | ..                                  | ..                                  | ..                                  | ..                                  | ..                                  | ..                                  | ..                                  | ..                                  | ..                                  | ..                                  | ..                                  | ..                                  | ..                                  | ..                                  | ..                                  | ..                                  | ..                                  | ..                                  | ..                                  | ..                                  |                                     |                                     |      |      |

\* Day Tickets at one-third less than the usual fares are issued (to first and second class passengers only) by the trains marked thus \* both up and down.

Season Tickets are issued for periods of not less than two months, at one-half the usual fares.

Children under ten years of age are charged half price; but children in arms, unable to walk, pass free.  
A third class carriage will be attached to the 7 a.m. and 7 p.m. trains from Aylesbury as far as Tring, for the accommodation of passengers, to meet the third class trains to and from London.

Private carriages and horses cannot be booked unless they are at the stations fifteen minutes before the time above specified.

No Private Carriages or horses can be conveyed by the night mail trains, up or down, nor by the down day mail train.

1. Trains in conjunction with the Grand Junction.
2. Trains in conjunction with the Chester & Birkenhead.
3. Trains in conjunction with the Manchester and Birmingham.
4. Trains in conjunction with the North Union, & Lancaster & Preston [Junc.]
5. Fleetwood and Belfast
6. Trains in conjunction with the Birmingham and Gloucester.
7. Trains in conjunction with the Birmingham & Derby Junction
8. Trains in conjunction with the Midland Counties.
9. Trains in conjunction with the North Midland.
10. York & N. Midland, Great N. of England & Newcastle & Darlington
11. Trains in conjunction with the Newcastle and Carlisle.
12. Hull and Selby

Post Horses, for the conveyance of Carriages arriving at the Euston station, are always in readiness, at a charge of 10s. 6d., including post-boy, to any part of London.

All the trains take second class passengers, with the exception of the 10 a.m. down, and the 1 30 p.m. up trains.



| Distance from<br>Birmingham | Up Trains.              | ON SUNDAYS.              |                      |                      |                      |                      |                      |                      |                      |                      |                      |                      |                      |                      |                      |                      |                      |                      |
|-----------------------------|-------------------------|--------------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|
|                             |                         | 12                       | 1½                   | 6                    | 8                    | 7                    | 10                   | 8½                   | 10                   | 2½                   | 12                   | 1½                   | 2½                   | 4                    | 4                    | 6                    | 8½                   | 7                    |
|                             |                         | 55. a.m. mail from Rgbr. | a.m. mail from Rgbr. | a.m. mail from Rgbr. | a.m. mail from Rgbr. | a.m. mail from Rgbr. | a.m. mail from Rgbr. | a.m. mail from Rgbr. | a.m. mail from Rgbr. | a.m. mail from Rgbr. | a.m. mail from Rgbr. | a.m. mail from Rgbr. | a.m. mail from Rgbr. | a.m. mail from Rgbr. | a.m. mail from Rgbr. | a.m. mail from Rgbr. | a.m. mail from Rgbr. | a.m. mail from Rgbr. |
|                             |                         | 12.3. 4.6.               | 11.12.               | ver- ton.            | ver- ton.            | Ayles- bury.         | 1.3.4. 8.9.10.       | 7.8.                 | Ayles- bury.         | 1.3.6. 7.8.9.        | 1.3.7.               | 3rd class            | 1st class            | 3rd class            | 1st class            | 3rd class            | 1st class            | Ayles- bury.         |
| STATIONS. TRAINS LEAVE      | 12.3. 4.6.              | 11.12.                   | ver- ton.            | ver- ton.            | Ayles- bury.         | 1.3.4. 8.9.10.       | 7.8.                 | Ayles- bury.         | 1.3.6. 7.8.9.        | 1.3.7.               | 3rd class            | 1st class            | 3rd class            | 1st class            | 3rd class            | 1st class            | Ayles- bury.         |                      |
| Ms                          | BIRMINGHAM              | 12 55                    | ..                   | ..                   | ..                   | 7 0                  | ..                   | 8 30                 | 10 0                 | ..                   | 12 0                 | 1 30                 | 2 30                 | ..                   | 4 0                  | 6 0                  | 8 15                 | 12 55                |
| 91                          | Hampton (Derby Jn.)     | ..                       | ..                   | ..                   | ..                   | 7 21                 | ..                   | 10 21                | ..                   | ..                   | 12 21                | 2 55                 | ..                   | ..                   | 4 21                 | ..                   | 8 36                 | ..                   |
| 273                         | Leamington              | ..                       | ..                   | ..                   | ..                   | ..                   | ..                   | 8 35                 | 10 10                | ..                   | 12 25                | ..                   | ..                   | ..                   | 4 25                 | ..                   | 8 45                 | ..                   |
| 234                         | Kenilworth              | ..                       | ..                   | ..                   | ..                   | 7 49                 | ..                   | 9 11                 | 10 44                | ..                   | 12 49                | 2 13                 | 3 25                 | ..                   | 4 44                 | 6 45                 | 9 5                  | 1 39                 |
| 184                         | COVENTRY (arriv.)       | 1 39                     | ..                   | ..                   | ..                   | 7 49                 | ..                   | 9 11                 | 10 44                | ..                   | 1 3                  | 3 40                 | ..                   | ..                   | 4 44                 | 6 45                 | 9 19                 | ..                   |
| 234                         | Brandon                 | ..                       | ..                   | ..                   | ..                   | 8 20                 | ..                   | 9 37                 | 11 13                | ..                   | 1 20                 | 2 40                 | 4 0                  | 4 40                 | 5 13                 | 7 10                 | 9 30                 | 2 7                  |
| 294                         | RUGBY (Mid.C.Jn.)       | 2 7                      | 1 15                 | ..                   | ..                   | 8 41                 | ..                   | 9 58                 | 11 34                | ..                   | 1 41                 | 4 30                 | ..                   | ..                   | 5 11                 | 6 48                 | 7 45                 | ..                   |
| 37                          | Crick (and Welton)      | ..                       | ..                   | ..                   | ..                   | 8 56                 | ..                   | 10 11                | 11 48                | ..                   | 1 56                 | 3 12                 | 4 48                 | 5 11                 | 6 48                 | 7 45                 | ..                   | 2 41                 |
| 423                         | Weedon                  | 2 41                     | 1 52                 | ..                   | ..                   | 9 17                 | ..                   | 10 32                | 12 9                 | ..                   | 2 17                 | 3 32                 | 5 12                 | 5 32                 | 6 9                  | 8 5                  | ..                   | ..                   |
| 493                         | BLISWORTH               | ..                       | ..                   | ..                   | ..                   | 9 27                 | ..                   | 10 57                | 12 32                | ..                   | 2 27                 | 3 57                 | 5 45                 | 5 52                 | 6 32                 | 8 28                 | ..                   | ..                   |
| 524                         | Roade                   | ..                       | ..                   | ..                   | ..                   | 10 47                | ..                   | 12 17                | ..                   | ..                   | 3 11                 | ..                   | ..                   | ..                   | ..                   | ..                   | ..                   | ..                   |
| 60                          | WOLVEITON               | 3 22                     | 2 35                 | 6 45                 | 8 0                  | 9 47                 | ..                   | 11 17                | ..                   | ..                   | 3 11                 | ..                   | ..                   | ..                   | ..                   | ..                   | ..                   | ..                   |
| 652                         | Bletchley, & F. Sturtd. | ..                       | ..                   | 7 0                  | 8 12                 | 10 11                | ..                   | 11 17                | ..                   | 1 7                  | ..                   | ..                   | ..                   | ..                   | ..                   | ..                   | ..                   | ..                   |
| 712                         | LEIGHTON                | ..                       | ..                   | 7 13                 | 8 26                 | 10 25                | ..                   | 11 31                | ..                   | ..                   | ..                   | ..                   | ..                   | ..                   | ..                   | ..                   | ..                   | ..                   |
| 834                         | Aylesbury (leave)       | ..                       | ..                   | 7 0                  | ..                   | ..                   | ..                   | 10 45                | ..                   | ..                   | ..                   | ..                   | ..                   | ..                   | ..                   | ..                   | ..                   | ..                   |
| 762                         | Cheddington (arrive)    | ..                       | ..                   | ..                   | ..                   | ..                   | ..                   | 10 58                | ..                   | ..                   | ..                   | ..                   | ..                   | ..                   | ..                   | ..                   | ..                   | ..                   |
| 804                         | TRING                   | 4 19                     | 3 32                 | 7 38                 | 8 48                 | 10 48                | 11 10                | 11 50                | 1 32                 | ..                   | 3 48                 | 4 50                 | 8 0                  | 6 48                 | 7 32                 | 9 20                 | ..                   | ..                   |
| 843                         | Berkhamstead            | ..                       | ..                   | 7 51                 | 9 0                  | 11 1                 | ..                   | 12 17                | 2 2                  | 3 24                 | 4 25                 | ..                   | 8 20                 | ..                   | ..                   | ..                   | ..                   | ..                   |
| 873                         | Boxmoor                 | ..                       | ..                   | 8 1                  | 9 10                 | 11 11                | ..                   | 12 17                | 2 2                  | 3 24                 | 4 25                 | ..                   | 8 20                 | ..                   | ..                   | ..                   | ..                   | ..                   |
| 914                         | Kings Langley           | ..                       | ..                   | 8 9                  | 9 16                 | ..                   | 11 31                | 12 17                | 2 2                  | 3 24                 | 4 25                 | ..                   | 8 20                 | ..                   | ..                   | ..                   | ..                   | ..                   |
| 942                         | WATFORD                 | 4 2                      | 8 17                 | 9 28                 | 11 28                | ..                   | 12 17                | 2 2                  | 3 24                 | 4 25                 | ..                   | 8 20                 | ..                   | ..                   | ..                   | ..                   | ..                   | ..                   |
| 964                         | Bushey                  | ..                       | ..                   | 8 25                 | 9 30                 | ..                   | 11 43                | 12 17                | 2 2                  | 3 24                 | 4 25                 | ..                   | 8 20                 | ..                   | ..                   | ..                   | ..                   | ..                   |
| 992                         | Pinner                  | ..                       | ..                   | 8 37                 | 9 45                 | 11 45                | ..                   | 12 17                | 2 2                  | 3 24                 | 4 25                 | ..                   | 8 20                 | ..                   | ..                   | ..                   | ..                   | ..                   |
| 1004                        | Harrow                  | ..                       | ..                   | 8 43                 | 9 50                 | 11 50                | ..                   | 12 17                | 2 2                  | 3 24                 | 4 25                 | ..                   | 8 20                 | ..                   | ..                   | ..                   | ..                   | ..                   |
| 1042                        | Sudbury                 | ..                       | ..                   | 8 47                 | 9 54                 | 12 4                 | ..                   | 12 17                | 2 2                  | 3 24                 | 4 25                 | ..                   | 8 20                 | ..                   | ..                   | ..                   | ..                   | ..                   |
| 1064                        | Willesden               | ..                       | ..                   | 9 15                 | 10 20                | 12 15                | 12 30                | 1 0                  | 2 45                 | 4 0                  | 15                   | 6 0                  | 10 0                 | 8 0                  | 8 45                 | 10 30                | ..                   | ..                   |
| 1122                        | EUSTON SQUARE           | 5 32                     | 4 45                 | 9 15                 | 10 20                | 12 15                | 12 30                | 1 0                  | 2 45                 | 4 0                  | 15                   | 6 0                  | 10 0                 | 8 0                  | 8 45                 | 10 30                | ..                   | ..                   |

## WARWICK AND LEAMINGTON BRANCH.

| Miles. | Leamington to Birmingham. | DOWN.             |                   |                   |                   |                   |                   |                   |                   |                   |                   | Miles. | Birmingham to Leamington. | UP.               |                   |                   |                   |                   |                   |                   |                   |                   |                   | Fares.            |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |
|--------|---------------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|--------|---------------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-----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|        |                           | SUNDAY.           |                   |                   |                   |                   |                   |                   |                   |                   |                   |        |                           | SUNDAY.           |                   |                   |                   |                   |                   |                   |                   |                   |                   | 1st class class   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   |
|        |                           | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class |        |                           | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class | 1, 2, and 3 class |

# 13 FARES AND RATES ON THE LONDON AND BIRMINGHAM RAILWAY.

| STATIONS                    | FARES FROM LONDON. |            |               |              | RATES FOR HORSES. |           |           | STATIONS                    | FARES FROM BIRMINGHAM. |            |            |            | RATES FOR HORSES. |           |           |
|-----------------------------|--------------------|------------|---------------|--------------|-------------------|-----------|-----------|-----------------------------|------------------------|------------|------------|------------|-------------------|-----------|-----------|
|                             | By 10a.m. Train.   | 1st Class. | Second Class. | Third Class. | 1 Horse.          | 2 Horses. | 3 Horses. |                             | By 1½ p.m. Train.      | 1st Class. | 2nd Class. | 3rd Class. | 1 Horse.          | 2 Horses. | 3 Horses. |
| <b>Euston Square</b>        | s. d.              | s. d.      | s. d.         | s. d.        | s. d.             | s. d.     | s. d.     | <b>Birmingham ..</b>        | s. d.                  | s. d.      | s. d.      | s. d.      | s. d.             | s. d.     | s. d.     |
| Willesden (arrival) ..      | 1 0                | 0 9        | 0 6           | ..           | ..                | ..        | ..        | Hampton (Dby. Jn.) ..       | ..                     | 1 0        | 0 10       | 10 0       | 10 0              | 10 0      | 10 0      |
| Sudbury .....               | 1 6                | 1 0        | 0 8           | ..           | ..                | ..        | ..        | <b>Coventry</b> .....       | 4 6                    | 4 0        | 2 6        | 1 7        | 10 0              | 15 0      | 20 0      |
| Harrow .....                | 2 6                | 1 6        | 1 0           | 10 0         | 10 0              | 12 0      | ..        | Brandon .....               | ..                     | 5 6        | 3 6        | 2 0        | 10 0              | 18 0      | 24 0      |
| Pinner .....                | 3 0                | 2 0        | 1 2           | ..           | ..                | ..        | ..        | <b>Rugby (Mid. C.J.)</b> .. | 8 0                    | 7 0        | 4 6        | 2 6        | 15 0              | 25 0      | 30 0      |
| Bushey .....                | 4 0                | 2 6        | 1 4           | ..           | ..                | ..        | ..        | Crick and Welton ..         | ..                     | 9 0        | 6 0        | 3 1        | 15 6              | 28 0      | 37 0      |
| <b>Watford</b> .....        | 4 0                | 2 6        | 1 6           | 10 0         | 13 6              | 18 0      | ..        | Weedon .....                | 11 6                   | 10 6       | 7 0        | 3 7        | 20 0              | 35 0      | 45 0      |
| Kings Langley .....         | 5 0                | 3 0        | 1 9           | ..           | ..                | ..        | ..        | <b>Blisworth</b> .....      | 13 6                   | 12 0       | 8 0        | 4 2        | ..                | ..        | ..        |
| Boxmoor .....               | 6 0                | 4 0        | 2 1           | 10 6         | 19 0              | 25 0      | ..        | Roads .....                 | ..                     | 12 6       | 8 6        | 4 5        | 22 0              | 40 0      | 53 0      |
| Berkhampstead .....         | 7 0                | 4 6        | 2 4           | 11 6         | 21 0              | 28 0      | ..        | <b>Wolverton</b> .....      | 16 0                   | 14 6       | 9 6        | 5 0        | 25 0              | 45 0      | 60 0      |
| <b>Tring</b> .....          | 8 6                | 7 6        | 5 0           | 13 6         | 24 0              | 32 0      | ..        | Bletchley & F. Stfd.        | ..                     | 16 0       | 10 6       | 5 6        | ..                | ..        | ..        |
| Cheddington .....           | ..                 | 8 6        | 5 6           | 3 1          | ..                | ..        | ..        | <b>Leighton</b> .....       | ..                     | 17 0       | 11 6       | 6 0        | 30 0              | 54 0      | 72 0      |
| Aylesbury .....             | ..                 | 9 6        | 6 0           | 3 8          | 18 6              | 33 0      | 44 0      | Aylesbury .....             | ..                     | 20 0       | 13 6       | 7 0        | 35 0              | 63 0      | 84 0      |
| <b>Leighton</b> .....       | ..                 | 10 6       | 6 6           | 3 5          | 17 0              | 31 0      | 41 0      | Cheddington .....           | ..                     | 18 6       | 12 6       | 6 5        | ..                | ..        | ..        |
| Bletchley & F. Stfd.        | ..                 | 11 0       | 7 6           | 3 11         | ..                | ..        | ..        | <b>Tring</b> .....          | 22 0                   | 19 6       | 13 0       | 6 9        | 34 0              | 61 0      | 81 0      |
| <b>Wolverton</b> .....      | 14 0               | 12 6       | 8 6           | 4 5          | 22 0              | 40 0      | 53 0      | Berkhampstead .....         | ..                     | 20 6       | 13 6       | 7 1        | 35 6              | 64 0      | 85 0      |
| Roads .....                 | ..                 | 14 6       | 9 6           | 5 0          | 25 0              | 45 0      | 60 0      | Boxmoor .....               | ..                     | 21 0       | 14 0       | 7 4        | 36 6              | 66 0      | 88 0      |
| <b>Blisworth</b> .....      | 16 6               | 15 0       | 10 0          | 5 3          | ..                | ..        | ..        | Kings Langley .....         | ..                     | 22 0       | 14 6       | 7 8        | ..                | ..        | ..        |
| Weedon .....                | 18 6               | 17 0       | 11 0          | 5 10         | 29 0              | 52 6      | 70 0      | <b>Watford</b> .....        | ..                     | 23 0       | 15 0       | 7 11       | 39 6              | 71 6      | 95 0      |
| Crick (and Welton) ..       | ..                 | 18 0       | 12 0          | 6 4          | 31 6              | 57 0      | 76 0      | Bushey .....                | ..                     | 23 0       | 15 6       | 8 1        | ..                | ..        | ..        |
| <b>Rugby (Md. C. J.)</b> .. | 22 0               | 20 0       | 13 0          | 6 11         | 35 0              | 60 0      | 85 0      | Pinner .....                | ..                     | 24 0       | 16 0       | 8 4        | ..                | ..        | ..        |
| Brandon .....               | ..                 | 21 6       | 14 0          | 7 5          | 37 0              | 67 0      | 89 0      | Harrow .....                | ..                     | 24 0       | 16 0       | 8 5        | 42 0              | 76 0      | 101s      |
| <b>Coventry</b> .....       | 25 0               | 22 6       | 15 0          | 7 10         | 39 0              | 70 6      | 94 0      | Sudbury .....               | ..                     | 25 0       | 16 6       | 8 9        | ..                | ..        | ..        |
| Hampton Dby. (Jn.) ..       | ..                 | 24 6       | 16 6          | 8 7          | 43 0              | 77 6      | 103s      | Willesden .....             | ..                     | 25 6       | 17 0       | 8 11       | ..                | ..        | ..        |
| <b>Birmingham</b> ..        | 30 0               | 27 0       | 18 0          | 9 5          | 45 0              | 85 0      | 115s      | <b>Euston Square</b> ..     | 30 0                   | 27 0       | 18 0       | 9 5        | 45 0              | 85 0      | 115s      |

The **Fares** by the 8 a.m. train from London, and 12 noon train from Birmingham, are 23s. first class, and 16s. second class; intermediate distances in proportion.

## Gravesend and Rochester.

**From GRAVESEND**—at 8, 9 30, and 11 a.m.; 1 30, 3 30, 5, and 6 p.m. The 11 a.m., and 5 & 6 p.m. trains will wait the arrival of the boats from Blackwall, except in cases of unusual detention.

**From ROCHESTER**—at 7, 9, and 10½ a.m.; 12½, 2½, 4½, and 5½ p.m.; all, except the 10½ a.m. and 5½ p.m. trains, being in connexion with steamers to London.

The steamer leaves the Sun Pier, Chatham, fifteen minutes before the departure of each train, to convey passengers to Rochester; and returns immediately on the arrival of the trains from Gravesend. **FARES**—first class, 9d.; second, 6d.



| Distances | Miles.          | LONDON<br>TO<br>LIVERPOOL<br>AND<br>LANCASTER. |                 |            |                 |           |                 |                 |                 |                                 |                 | Sunday Trains.  |                 |                 |                 | Fares from Birmingham |                 |                 |                 |                 |                 |
|-----------|-----------------|------------------------------------------------|-----------------|------------|-----------------|-----------|-----------------|-----------------|-----------------|---------------------------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------------|-----------------|-----------------|-----------------|-----------------|-----------------|
|           |                 | 3 30                                           | 6               | 6 15       | 9               | 10        | 7               | 11              | 1               | Stop at 1st class stations only |                 |                 |                 | By 2 15 p.m.    |                 |                       |                 |                 |                 |                 |                 |
|           |                 | p.m.                                           | a.m.            | a.m.       | a.m.            | a.m.      | a.m.            | a.m.            | p.m.            | 1st & 2nd class                 | 1st class mixed | 1st & 2nd class | 1st class mixed | mail            | 1st class mixed | 1st class mixed       | 1st class mixed | 1st class mixed | 1st class mixed | 1st class mixed | 1st class mixed |
|           |                 | Mixed. Lon. Mail                               | 1st & 2nd class | Mixed Mail | 1st class mixed | Lon. Mail | 3rd class slow. | 1st class mixed | 1st & 2nd class | mail                            | 1st class mixed | 1st class mixed | 1st class mixed | 1st class mixed | 1st class mixed | 1st class mixed       | 1st class mixed | 1st class mixed | 1st class mixed | 1st class mixed | 1st class mixed |
|           |                 | 8 30                                           | 6 15            | 9 0        | 10 0            | 7 0       | 11 0            | 1 0             | 8 30            | 7 15                            | 11 15           | 10 15           | 9 15            | 8 15            | 7 15            | 6 15                  | 5 15            | 4 15            | 3 15            | 2 15            | 1 15            |
|           |                 | 1 10                                           | 6 15            | 9 0        | 10 0            | 7 0       | 11 0            | 1 0             | 8 30            | 7 15                            | 11 15           | 10 15           | 9 15            | 8 15            | 7 15            | 6 15                  | 5 15            | 4 15            | 3 15            | 2 15            | 1 15            |
| 34        | Perry Bar       | 6 9                                            | 6 19            | 9 4        | 10 4            | 7 4       | 11 4            | 1 4             | 8 39            | 7 24                            | 11 24           | 10 24           | 9 24            | 8 24            | 7 24            | 6 24                  | 5 24            | 4 24            | 3 24            | 2 24            | 1 24            |
| 62        | Newton Road     | 6 29                                           | 6 39            | 9 14       | 10 14           | 7 14      | 11 14           | 1 14            | 8 49            | 7 34                            | 11 34           | 10 34           | 9 34            | 8 34            | 7 34            | 6 34                  | 5 34            | 4 34            | 3 34            | 2 34            | 1 34            |
| 94        | Walsall         | 6 29                                           | 6 39            | 9 14       | 10 14           | 7 14      | 11 14           | 1 14            | 8 49            | 7 34                            | 11 34           | 10 34           | 9 34            | 8 34            | 7 34            | 6 34                  | 5 34            | 4 34            | 3 34            | 2 34            | 1 34            |
| 12        | Willenhall      | 6 29                                           | 6 39            | 9 14       | 10 14           | 7 14      | 11 14           | 1 14            | 8 49            | 7 34                            | 11 34           | 10 34           | 9 34            | 8 34            | 7 34            | 6 34                  | 5 34            | 4 34            | 3 34            | 2 34            | 1 34            |
| 144       | Wolverhampton   | 6 47                                           | 6 57            | 9 32       | 10 32           | 7 32      | 11 32           | 1 32            | 9 07            | 7 52                            | 11 52           | 10 52           | 9 52            | 8 52            | 7 52            | 6 52                  | 5 52            | 4 52            | 3 52            | 2 52            | 1 52            |
| 20        | Four Ashes      | 7 2                                            | 7 12            | 9 47       | 10 47           | 7 47      | 11 47           | 1 47            | 9 17            | 8 2                             | 12 2            | 11 2            | 10 2            | 9 2             | 8 2             | 7 2                   | 6 2             | 5 2             | 4 2             | 3 2             | 2 2             |
| 214       | Spread Eagle    | 7 10                                           | 7 20            | 9 55       | 10 55           | 7 55      | 11 55           | 1 55            | 9 25            | 8 10                            | 12 10           | 11 10           | 10 10           | 9 10            | 8 10            | 7 10                  | 6 10            | 5 10            | 4 10            | 3 10            | 2 10            |
| 24        | Penkridge       | 7 19                                           | 7 29            | 10 04      | 11 04           | 8 04      | 12 04           | 2 04            | 9 34            | 8 19                            | 12 19           | 11 19           | 10 19           | 9 19            | 8 19            | 7 19                  | 6 19            | 5 19            | 4 19            | 3 19            | 2 19            |
| 294       | Stafford        | 7 32                                           | 7 42            | 10 17      | 11 17           | 8 17      | 12 17           | 2 17            | 9 47            | 8 32                            | 12 32           | 11 32           | 10 32           | 9 32            | 8 32            | 7 32                  | 6 32            | 5 32            | 4 32            | 3 32            | 2 32            |
| 35        | Norton Bridge   | 7 51                                           | 8 01            | 10 26      | 11 26           | 8 26      | 12 26           | 2 26            | 10 06           | 8 51                            | 12 51           | 11 51           | 10 51           | 9 51            | 8 51            | 7 51                  | 6 51            | 5 51            | 4 51            | 3 51            | 2 51            |
| 434       | Whitmore        | 8 16                                           | 8 26            | 10 51      | 11 51           | 8 51      | 12 51           | 2 51            | 10 26           | 9 11                            | 13 11           | 12 11           | 11 11           | 10 11           | 9 11            | 8 11                  | 7 11            | 6 11            | 5 11            | 4 11            | 3 11            |
| 464       | Madeley         | 8 27                                           | 8 37            | 11 02      | 12 02           | 9 02      | 13 02           | 3 02            | 10 37           | 9 22                            | 13 22           | 12 22           | 11 22           | 10 22           | 9 22            | 8 22                  | 7 22            | 6 22            | 5 22            | 4 22            | 3 22            |
| 51        | Basford         | 8 41                                           | 8 51            | 11 16      | 12 16           | 9 16      | 13 16           | 3 16            | 10 51           | 9 36                            | 13 36           | 12 36           | 11 36           | 10 36           | 9 36            | 8 36                  | 7 36            | 6 36            | 5 36            | 4 36            | 3 36            |
| 54        | Crewe           | 8 48                                           | 8 58            | 11 23      | 12 23           | 9 23      | 13 23           | 3 23            | 11 03           | 9 48                            | 13 48           | 12 48           | 11 48           | 10 48           | 9 48            | 8 48                  | 7 48            | 6 48            | 5 48            | 4 48            | 3 48            |
| 584       | Minshall Vernon | 9 8                                            | 9 18            | 11 43      | 12 43           | 9 43      | 13 43           | 3 43            | 11 13           | 9 58                            | 13 58           | 12 58           | 11 58           | 10 58           | 9 58            | 8 58                  | 7 58            | 6 58            | 5 58            | 4 58            | 3 58            |
| 614       | Winstford       | 9 12                                           | 9 22            | 11 47      | 12 47           | 9 47      | 13 47           | 3 47            | 11 27           | 10 12                           | 14 12           | 13 12           | 12 12           | 11 12           | 10 12           | 9 12                  | 8 12            | 7 12            | 6 12            | 5 12            | 4 12            |
| 654       | Hartford        | 9 24                                           | 9 34            | 12 09      | 13 09           | 10 09     | 14 09           | 4 09            | 11 39           | 10 24                           | 14 24           | 13 24           | 12 24           | 11 24           | 10 24           | 9 24                  | 8 24            | 7 24            | 6 24            | 5 24            | 4 24            |
| 684       | Acton           | 9 33                                           | 9 43            | 12 18      | 13 18           | 10 18     | 14 18           | 4 18            | 11 48           | 10 33                           | 14 33           | 13 33           | 12 33           | 11 33           | 10 33           | 9 33                  | 8 33            | 7 33            | 6 33            | 5 33            | 4 33            |
| 724       | Preston Brook   | 9 46                                           | 9 56            | 12 31      | 13 31           | 10 31     | 14 31           | 4 31            | 12 01           | 10 46                           | 14 46           | 13 46           | 12 46           | 11 46           | 10 46           | 9 46                  | 8 46            | 7 46            | 6 46            | 5 46            | 4 46            |
| 75        | Moore           | 9 55                                           | 10 05           | 12 40      | 13 40           | 10 40     | 14 40           | 4 40            | 12 10           | 10 55                           | 14 55           | 13 55           | 12 55           | 11 55           | 10 55           | 9 55                  | 8 55            | 7 55            | 6 55            | 5 55            | 4 55            |
| 78        | Warrington      | 10 4                                           | 10 14           | 12 49      | 13 49           | 10 49     | 14 49           | 4 49            | 12 19           | 11 4                            | 15 4            | 14 4            | 13 4            | 12 4            | 11 4            | 10 4                  | 9 4             | 8 4             | 7 4             | 6 4             | 5 4             |
| 824       | Newton Junction | 10 19                                          | 10 29           | 12 54      | 13 54           | 10 54     | 14 54           | 4 54            | 12 29           | 11 19                           | 15 19           | 14 19           | 13 19           | 12 19           | 11 19           | 10 19                 | 9 19            | 8 19            | 7 19            | 6 19            | 5 19            |
| 974       | Liverpool       | 11 15                                          | 11 25           | 13 50      | 14 50           | 11 50     | 15 50           | 5 50            | 13 20           | 12 15                           | 16 15           | 15 15           | 14 15           | 13 15           | 12 15           | 11 15                 | 10 15           | 9 15            | 8 15            | 7 15            | 6 15            |
| 75        | Chester         | 10 6                                           | 10 16           | 12 41      | 13 41           | 10 41     | 14 41           | 4 41            | 12 11           | 10 6                            | 14 6            | 13 6            | 12 6            | 11 6            | 10 6            | 9 6                   | 8 6             | 7 6             | 6 6             | 5 6             | 4 6             |
| 1054      | Preston         | 12 30                                          | 12 40           | 15 05      | 16 05           | 12 05     | 16 05           | 6 05            | 14 30           | 13 25                           | 17 25           | 16 25           | 15 25           | 14 25           | 13 25           | 12 25                 | 11 25           | 10 25           | 9 25            | 8 25            | 7 25            |
| 1264      | Lancaster       | 6 19                                           | 6 29            | 9 04       | 10 04           | 7 04      | 11 04           | 1 04            | 8 39            | 7 24                            | 11 24           | 10 24           | 9 24            | 8 24            | 7 24            | 6 24                  | 5 24            | 4 24            | 3 24            | 2 24            | 1 24            |

## CHESTER AND CREWE BRANCH—21 Miles in length.

[Birmingham]

From Chester, Mail, Mixed, 4 45 a.m. joins 4 a.m. train from Liverpool.

Mixed at 7 and 10 30 a.m. & 5 10 p.m.

Third Class (slow) at 8 a.m.

First Class at 9 15 a.m., (& 11 15 a.m.), joins the 11 a.m. train from Liverpool.

Mail 9 22 p.m. joins the 8 15 p.m. train from Liverpool.

Mail trains only run on Sundays.

Fares. Chester to Crewe, 3s 6d.—1s.—1s. 9d.

From Chester to Manchester, without change of Carriage, at 7 and 10 15 a.m. and 5 10 p.m.; changing carriage at 11 30 a.m.

Manchester to Chester at 7 15 and 10 a.m. and 5 20 p.m. without changing carriage; and 11 30 a.m. changing carriage.

FARES. 1st class 8s. 6d.—2nd class 6s.—3rd class 4s. 6d. Double tickets (returning the same day,) 12s.—9s.

From Crewe, Mail 3 17 a.m. on arrival of 1 10 a.m. tr. from Bir  
Mixed 9 a.m. on arrival of 8 a.m. trains mixed, up and down.

First and second class 11 15 a.m. on arrival of 10 a.m. tr. from Manchester.

First class 1 35 p.m. on arrival of 11 15 a.m. tr. from Birmingham

Mail 4 15 p.m. on arrival of the 2 15 p.m. train from Birmingham

7 15 & 8 43 p.m. mixed. 8 p.m. third class (slow).

15 Engrs., J. Locke &amp; R. S. Norris.

## GRAND JUNCTION.

Sups. of Goods { S. Eborall, Birmingham.  
B. Poole, Liverpool.

| Distances. | LANCASTER and LIVERPOOL<br>To BIRMINGHAM and LONDON. |                  |                    |                    |              |                    |                 |            |                           |              | Sunday Trains.<br>Stop at 1st C. stns. only |                 |       |                  |            | FARES.<br>From Liverpool. |            |  |  |  |
|------------|------------------------------------------------------|------------------|--------------------|--------------------|--------------|--------------------|-----------------|------------|---------------------------|--------------|---------------------------------------------|-----------------|-------|------------------|------------|---------------------------|------------|--|--|--|
|            | 2½ a.m.                                              | 6 a.m.           | 6 30 a.m.          | 9 a.m.             | 9½ a.m.      | 1 30 p.m.          | 3 15 p.m.       | 6 55 p.m.  | Stop at 1st C. stns. only |              |                                             |                 |       | By 9 a.m. Train. | 1st Class. | 2nd Class.                | 3rd class. |  |  |  |
|            | Mix.                                                 | 1st & 2nd Class. | Third Class. Slow. | First Class.       | Mixed Mail.  | First Class. Mixed | 1st & 2nd Class | Mixed Mail | 3d cl. Mail.              | 9 a.m. Mixed | 11 a.m. Mixed                               | 6 55 p.m. Mixed |       |                  |            |                           |            |  |  |  |
| Mls        | Trains Leave                                         | Mail             | 1st & 2nd Class.   | Third Class. Slow. | First Class. | Mail.              | Mixed           | Mail       | Mail.                     | Mail.        | Mail.                                       | Mail.           | s. d. | s. d.            | s. d.      | s. d.                     |            |  |  |  |
|            | Lancaster .....                                      | 2 30             | ..                 | ..                 | ..           | 9 15               | ..              | 3 15       | 6 55                      | 2 30         | ..                                          | ..              | 6 55  | ..               | ..         | ..                        |            |  |  |  |
|            | Preston .....                                        | 3 27             | ..                 | ..                 | ..           | 10 20              | ..              | 4 30       | 7 53                      | 3 27         | ..                                          | ..              | 7 53  | ..               | ..         | ..                        |            |  |  |  |
|            | Liverpool, Lime-st. ....                             | 4                | 6                  | 6 30               | 9            | 11                 | 1 30            | 5          | 8½                        | 4            | 9                                           | 11              | 8½    | ..               | ..         | ..                        |            |  |  |  |
| 152        | Parkside .....                                       | ..               | ..                 | ..                 | ..           | ..                 | ..              | ..         | ..                        | ..           | ..                                          | ..              | ..    | ..               | ..         | ..                        |            |  |  |  |
| 142        | Newton Junction .....                                | ..               | 6 50               | 7 46               | ..           | ..                 | ..              | 5 50       | ..                        | ..           | ..                                          | ..              | ..    | ..               | ..         | ..                        |            |  |  |  |
| 194        | Warrington .....                                     | 4 38             | 7 6                | 8 8                | 9 47         | 11 47              | 2 15            | 6 6        | 9 2                       | 4 38         | 9 47                                        | 11 47           | 9 2   | 4 6              | 4 0        | 3 0                       |            |  |  |  |
| 22½        | Moore .....                                          | ..               | 7 17               | 8 22               | ..           | ..                 | ..              | 6 17       | ..                        | ..           | ..                                          | ..              | ..    | ..               | 5 0        | 4 0                       |            |  |  |  |
| 25         | Preston Brook .....                                  | ..               | 7 25               | 8 33               | ..           | ..                 | ..              | 6 25       | ..                        | ..           | ..                                          | ..              | ..    | ..               | 5 0        | 4 0                       |            |  |  |  |
| 29½        | Acton .....                                          | ..               | 7 36               | 8 52               | ..           | ..                 | ..              | 6 36       | ..                        | ..           | ..                                          | ..              | ..    | ..               | 6 6        | 5 6                       |            |  |  |  |
| 31½        | Hartford .....                                       | 5 10             | 7 45               | 9 6                | 10 16        | 12 21              | 2 43            | 6 45       | 9 36                      | 5 11         | 10 16                                       | 12 21           | 9 36  | 8 0              | 7 0        | 6 0                       |            |  |  |  |
| 36½        | Winsford .....                                       | ..               | 7 59               | 9 26               | ..           | ..                 | ..              | 6 59       | ..                        | ..           | ..                                          | ..              | ..    | ..               | 8 6        | 7 0                       |            |  |  |  |
| 38½        | Minshall Vernon .....                                | ..               | 8 7                | 9 39               | ..           | ..                 | ..              | 7 7        | ..                        | ..           | ..                                          | ..              | ..    | ..               | 9 6        | 7 6                       |            |  |  |  |
| 43½        | Crewe .....                                          | 5 37             | 8 19               | 10 0               | 10 43        | 12 47              | 3 9             | 7 19       | 10 2                      | 5 37         | 10 43                                       | 12 47           | 10 2  | 11 6             | 10 6       | 8 0                       |            |  |  |  |
| 46         | Basford .....                                        | ..               | 8 37               | 10 20              | ..           | ..                 | ..              | 7 37       | ..                        | ..           | ..                                          | ..              | ..    | ..               | 11 0       | 8 6                       |            |  |  |  |
| 51½        | Madeley .....                                        | ..               | 8 57               | 10 48              | ..           | ..                 | ..              | 7 57       | ..                        | ..           | ..                                          | ..              | ..    | ..               | 12 6       | 9 6                       |            |  |  |  |
| 54½        | Whitmore .....                                       | 6 17             | 9 6                | 11 37              | 11 23        | 1 27               | 3 44            | 8 6        | 10 42                     | 6 17         | 11 23                                       | 1 27            | 10 42 | 14 6             | 13 0       | 10 0                      |            |  |  |  |
| 62½        | Norton Bridge .....                                  | ..               | 9 28               | 12 0               | ..           | ..                 | 4 4             | 8 29       | ..                        | ..           | ..                                          | ..              | ..    | ..               | 15 0       | 11 6                      |            |  |  |  |
| 68½        | Stafford .....                                       | 6 47             | 9 44               | 12 16              | 11 56        | 1 57               | 4 31            | 8 47       | 11 12                     | 6 47         | 11 56                                       | 1 57            | 11 12 | 18 6             | 16 6       | 12 6                      |            |  |  |  |
| 72½        | Penkridge .....                                      | ..               | 10 1               | 12 32              | ..           | ..                 | ..              | 9 4        | ..                        | ..           | ..                                          | ..              | ..    | ..               | 18 0       | 13 6                      |            |  |  |  |
| 76         | Spread Eagle .....                                   | ..               | 10 10              | 12 40              | ..           | ..                 | ..              | 9 13       | ..                        | ..           | ..                                          | ..              | ..    | ..               | 19 0       | 14 0                      |            |  |  |  |
| 77½        | Four Ashes .....                                     | ..               | 10 17              | 12 47              | ..           | ..                 | ..              | 9 20       | ..                        | ..           | ..                                          | ..              | ..    | ..               | 19 0       | 14 6                      |            |  |  |  |
| 83         | Wolverhampton .....                                  | 7 22             | 10 35              | 1 2                | 12 32        | 2 35               | 4 47            | 9 38       | 11 51                     | 7 22         | 12 32                                       | 2 36            | 11 51 | 22 6             | 20 0       | 15 6                      |            |  |  |  |
| 85½        | Willenhall .....                                     | ..               | 10 49              | 1 13               | ..           | ..                 | ..              | 9 47       | ..                        | ..           | ..                                          | ..              | ..    | ..               | 20 6       | 16 0                      |            |  |  |  |
| 88         | Walsall .....                                        | 7 35             | 10 55              | 1 22               | ..           | ..                 | 5 12            | 9 56       | ..                        | 7 35         | ..                                          | ..              | ..    | ..               | 21 0       | 16 6                      |            |  |  |  |
| 90½        | Newton Road .....                                    | ..               | 11 5               | 1 31               | ..           | ..                 | ..              | 10 6       | ..                        | ..           | ..                                          | ..              | ..    | ..               | 22 0       | 17 0                      |            |  |  |  |
| 94½        | Perry Bar .....                                      | ..               | 11 17              | 1 44               | ..           | ..                 | ..              | 10 18      | ..                        | ..           | ..                                          | ..              | ..    | ..               | 22 6       | 17 6                      |            |  |  |  |
| 97½        | Birmingham .....                                     | 8 6              | 11 36              | 2 0                | 1 15         | 3 20               | 5 6             | 10 38      | 12 36                     | 8 6          | 1 15                                        | 3 20            | 12 36 | 26 0             | 23 0       | 18 0                      |            |  |  |  |
| 210        | London .....                                         | 1 0              | 5 15               | 10 0               | 6 0          | 8 45               | 10 0            | ..         | 5 32                      | 1 0          | 6 45                                        | ..              | 5 32  | 56 0             | 50 0       | 36 0                      |            |  |  |  |

§ Waits 40 minutes, leaves Madeley at 11 28.

The 4 a.m. train starts from the Station at Edge Hill, to which a passenger wishing to go by the train must proceed to take his place.

Private Carriages and Horses cannot be taken by the 6 55 p.m. up, nor by the 8 30 p.m. down trains.

† Passengers by this train from Preston will have to wait at Parkside.

No difference of charge for four and six-seated carriages, which passengers may select according to priority of arrival.

**NOTICE.**—Passengers should be at the 1st class stations 5 minutes & at the 2nd class stations 10 minutes, before the time specified



16

## Week Days.

## Sundays.

| Miles. | Stations.                       | 1                      | 2    | 3     | 4     | 5     | 6    | 7    | 8    | 9     | 10   | 11    | 12   | 3     | 4     |
|--------|---------------------------------|------------------------|------|-------|-------|-------|------|------|------|-------|------|-------|------|-------|-------|
|        | <b>LONDON (depart.).</b>        | 8 <sup>1</sup><br>a.m. | ..   | ..    | ..    | 6 0   | ..   | 9 0  | 10   | ..    | 11 0 | 1 0   | ..   | ..    | ..    |
|        | <b>BIRMINGHAM</b>               | 1 10                   | ..   | 6 0   | ..    | 11 15 | ..   | 1 30 | 2 15 | 3 30  | 4 15 | 6 0   | ..   | 7 30  | 11 15 |
| 31     | Perry Bar.....                  | ..                     | ..   | 6 9   | ..    | ..    | ..   | 3 41 | ..   | 6 9   | ..   | ..    | ..   | ..    | ..    |
| 62     | Newton Road.....                | ..                     | ..   | 6 19  | ..    | ..    | ..   | 3 53 | ..   | 6 19  | ..   | ..    | ..   | ..    | ..    |
| 94     | Walsall.....                    | ..                     | ..   | 6 29  | ..    | 11 37 | ..   | 1 54 | 4 4  | 4 39  | 6 29 | ..    | ..   | 7 49  | 11 37 |
| 12     | Willenhall.....                 | ..                     | ..   | 6 38  | ..    | ..    | ..   | 4 14 | ..   | 6 38  | ..   | ..    | ..   | ..    | ..    |
| 144    | <b>Wolverhampton</b>            | 1 45                   | ..   | 6 47  | ..    | 11 52 | ..   | 2 9  | 2 50 | 4 24  | 4 52 | 6 47  | ..   | 8 5   | 11 52 |
| 20     | Four Ashes.....                 | ..                     | ..   | 7 2   | ..    | ..    | ..   | 4 43 | ..   | 7 2   | ..   | ..    | ..   | ..    | ..    |
| 214    | Spread Eagle.....               | ..                     | ..   | 7 10  | ..    | ..    | ..   | 4 51 | ..   | 7 10  | ..   | ..    | ..   | ..    | ..    |
| 24     | Penkridge.....                  | ..                     | ..   | 7 19  | ..    | ..    | ..   | 5 0  | 5 16 | 7 19  | ..   | ..    | ..   | ..    | ..    |
| 294    | <b>Stafford</b>                 | 2 17                   | ..   | 7 32  | ..    | 12 17 | ..   | 2 41 | 3 22 | 5 17  | 5 21 | 7 31  | ..   | 8 30  | 12 17 |
| 35     | Norton Bridge.....              | ..                     | ..   | 7 51  | ..    | ..    | ..   | 2 59 | 5 55 | ..    | 7 50 | ..    | ..   | ..    | ..    |
| 434    | <b>Whitmore</b>                 | 2 55                   | ..   | 8 16  | ..    | 12 55 | ..   | 3 24 | 4 0  | 6 32  | 6 9  | 8 13  | ..   | 9 8   | 12 55 |
| 46     | Madeley.....                    | ..                     | ..   | 8 27  | ..    | ..    | ..   | 6 45 | ..   | 8 23  | ..   | ..    | ..   | ..    | ..    |
| 514    | <b>Basford</b>                  | ..                     | ..   | 8 41  | ..    | ..    | ..   | 7 31 | ..   | 8 36  | ..   | ..    | ..   | ..    | ..    |
|        | <b>Chester, departure</b>       | ..                     | ..   | 7 0   | 10 30 | 11 30 | ..   | ..   | ..   | 5 10  | ..   | ..    | ..   | ..    | ..    |
| 51     | <b>Crewe</b> .....              | 3 20                   | 7 30 | 8 50  | 11 30 | 1 20  | ..   | 3 50 | 4 25 | 8 45  | 6 35 | 8 45  | ..   | 9 35  | 1 20  |
| 584    | <b>Sandbach</b> .....           | 3 32                   | 7 45 | 9 4   | 11 45 | 1 32  | ..   | 4 3  | 4 38 | 9 0   | 6 49 | 9 0   | ..   | 9 50  | 1 35  |
| 624    | <b>H. Chap. (Congleton)</b>     | 3 42                   | 7 57 | 9 16  | 11 55 | 1 40  | ..   | 4 15 | 4 47 | 9 11  | 6 59 | 9 11  | 8 30 | 10 1  | 1 45  |
| 65     | <b>Chelford, (Macclesfield)</b> | 3 54                   | 8 13 | 9 32  | 12 10 | 1 52  | 3 25 | 4 30 | 1 0  | 9 28  | 7 14 | 9 28  | 8 40 | 10 15 | 2 0   |
| 714    | Alcester & Knutsford            | ..                     | 8 23 | 9 42  | 12 20 | ..    | 3 35 | 4 40 | ..   | 9 39  | 7 24 | 9 33  | 8 45 | 10 25 | 2 10  |
| 73     | Wilmslow.....                   | ..                     | 8 29 | 9 47  | 12 25 | ..    | 3 40 | ..   | ..   | 9 44  | 7 29 | 9 44  | 8 50 | 10 30 | 2 15  |
| 744    | Handforth.....                  | ..                     | 8 34 | 9 52  | 12 30 | ..    | 3 45 | ..   | ..   | 9 50  | 7 34 | 9 50  | 8 55 | 10 35 | 2 20  |
| 764    | <b>Cheadle</b> .....            | ..                     | 8 39 | 9 57  | 12 35 | ..    | 3 50 | ..   | ..   | 9 55  | 7 39 | 9 55  | 9 10 | 10 40 | 2 25  |
| 794    | <b>Stockport</b> .....          | 4 20                   | 8 49 | 10 8  | 12 45 | 2 20  | 4 0  | 5 5  | 12 8 | 10 7  | 7 49 | 10 7  | 9 10 | 10 50 | 2 35  |
| 824    | Levenshulme.....                | ..                     | 8 56 | 10 16 | 12 52 | ..    | 4 10 | ..   | ..   | 10 15 | 7 56 | 10 15 | 9 10 | 10 57 | 2 42  |
| 84     | Longsight.....                  | ..                     | 9 0  | 10 20 | 12 55 | ..    | 4 15 | ..   | ..   | 10 18 | 7 59 | 10 18 | 9 15 | 11 0  | 2 45  |
| 85     | <b>Manchester arr.</b>          | 4 35                   | 9 5  | 10 25 | 1 0   | 2 35  | 4 20 | 5 20 | 45   | 10 25 | 8 5  | 10 25 | 9 20 | 11 5  | 2 50  |

The stations for loading and unloading carriages and horses are Manchester, Stockport, Chelford, Holmes Chapel, Sandbach, and Crewe, and the principal stations on the Grand Junction line, where carriage trucks and horse boxes may be procured by giving one day's previous notice at the station where required.

Children above 2, and under 10 years of age, half-price.

On Sundays, an extra train leaves Chelford for Manchester at 7 30 p.m.

### Fares From Birmingham.

|        | 4      | 1      | 2      | 2 1/2 p.m. |
|--------|--------|--------|--------|------------|
| Inside | Class. | Class. | train. |            |
| 0 15   | 0 14   | 6 0    | 11 6   | 0 4 11     |
| 0 16   | 0 15   | 0 12   | 0 5    | 3          |
| 0 18   | 0 16   | 0 13   | 0 5    | 8          |
| ..     | 0 17   | 0 13   | 0 6    | 0          |
| ..     | 0 18   | 0 14   | 0 6    | 1          |
| ..     | 0 18   | 0 14   | 0 6    | 3          |
| ..     | 0 19   | 0 14   | 0 6    | 5          |
| 1 0    | 0 19   | 0 15   | 0 6    | 8          |
| ..     | ..     | ..     | ..     | ..         |
| ..     | 1 1    | 0 16   | 0 6    | 10         |
| ..     | 1 1    | 0 16   | 0 6    | 11         |
| 1 2    | 1 0    | 1 0    | 16     | 0 7 1      |

No. 1—First and Second Class from Birmingham, (Second Class Passengers changing Carriages at Crewe).—No. 2—First, Second, and Third Class from Crewe, and the intermediate Stations to Manchester.—No. 3—First and Second Class from Birmingham and Chester, (without change of Carriage) First, Second, and Third Class from Sandbach and the intermediate Stations to Manchester.—No. 4—First, Second, and Third Class from Chester and all Stations between Crewe and Manchester.—No. 5—First and Second Class from Birmingham and Chester, and First and Second Class from Sandbach and intermediate First Class Stations, (Passengers from Chester changing Carriage at Crewe).—No. 6—First, Second, and Third Class from Chelford to Manchester and intermediate Stations.—No. 7—First and Second Class from Birmingham and intermediate First Class Stations.—No. 8—First Class from Birmingham, First and Second from Sandbach, Holmes Chapel, and Chelford.—No. 9—Third Class from Birmingham and all intermediate Stations to Manchester.—No. 10—First and Second Class from Birmingham and intermediate Stations, First, Second, and Third Class from Chester, (without change of Carriage) Crewe and all intermediate Stations to Manchester.—No. 11—First and Second Class from Birmingham and Third Class from all stations between Crewe and Manchester.—**Sundays**—No. 1—First and Second Class from Birmingham.—Nos. 2 & 6—First, Second and Third Class from Chelford and intermediate Stations to Manchester.—No. 3—First, Second, & Third Class from Birmingham.—No. 4—1st & 2nd Class from Birmingham, and First, Second, and Third Class from Crewe and all intermediate Stations.—No. 5—First and Second Class from Birmingham and the principal Stations on the Grand Junction Line, and First, Second, and Third Class from Sandbach and the intermediate Stations to Manchester.

**MANCHESTER & BIRMINGHAM.—85 Miles.**

| Miles. | Stations.                                     | Week Days. |       |       |       |       |      |       |       |      |       | Sundays. |       |       |      | Fares.         |          |          |          |
|--------|-----------------------------------------------|------------|-------|-------|-------|-------|------|-------|-------|------|-------|----------|-------|-------|------|----------------|----------|----------|----------|
|        |                                               | 1          | 2     | 3     | 4     | 5     | 6    | 7     | 8     | 9    | 10    | 2        | 3     | 4     | 5    | 9½ a.m. train. | 1st Clas | 2nd Clas | 3rd Clas |
|        | Trains leave London-road Manchester, (depart) | 6 35       | 7 30  | 9 30  | 10 0  | 11 30 | 1 30 | 2 55  | 4 20  | 6 30 | 8 45  | 9 20     | 9 30  | 11 30 | 6 15 | s. d.          | s. d.    | s. d.    | s. d.    |
| 12     | Longsight                                     | 6 40       | 7 35  | ..    | 10 5  | ..    | 1 35 | ..    | 5 27  | 6 35 | ..    | ..       | 9 35  | ..    | 6 20 | ..             | 0 4      | 0 3      | 0 2      |
| 3      | Levenshulme                                   | 6 44       | 7 38  | ..    | 10 8  | ..    | 1 38 | ..    | 5 32  | 6 38 | ..    | ..       | 9 38  | ..    | 6 23 | ..             | 0 8      | 0 6      | 0 4      |
| 5½     | Stockport                                     | 6 52       | 7 45  | 9 43  | 10 15 | 11 42 | 1 45 | 2 7   | 5 40  | 6 45 | 9 0   | 9 34     | 9 45  | 11 42 | 6 30 | 1 3            | 1 0      | 0 9      | 0 6      |
| 8½     | Cheadle                                       | 7 3        | 7 55  | ..    | 10 25 | ..    | 1 55 | ..    | 5 50  | 6 55 | ..    | ..       | 9 55  | ..    | 6 40 | ..             | 1 6      | 1 0      | 0 9      |
| 10½    | Handforth                                     | 7 8        | 8 0   | ..    | 10 30 | ..    | 2 0  | ..    | 5 57  | 7 0  | ..    | ..       | 10 0  | ..    | 6 45 | ..             | 2 0      | 1 6      | 0 11     |
| 12     | Wilmslow                                      | 7 14       | 8 5   | ..    | 10 35 | ..    | 2 5  | ..    | 6 3   | 7 5  | ..    | ..       | 10 5  | ..    | 6 50 | ..             | 2 0      | 1 6      | 1 0      |
| 13½    | Alderley [ & Knutsford                        | 7 20       | 8 10  | ..    | 10 40 | 11 58 | 2 10 | ..    | 6 12  | 7 10 | ..    | 9 58     | 10 10 | 11 58 | 6 55 | ..             | 2 6      | 1 6      | 1 0      |
| 17     | Chelford, (Macclesfld.                        | 7 32       | 8 20  | 10 7  | 10 50 | 12 8  | 2 20 | 2 35  | 6 24  | 7 20 | 9 24  | 10 7     | 10 20 | 12 8  | 7 5  | 3 0            | 3 0      | 2 0      | 1 3      |
| 22½    | H. Chapel, Congleton.                         | 7 46       | 8 35  | 10 18 | 11 5  | 12 19 | ..   | 2 45  | 6 40  | 7 35 | 9 37  | 10 17    | 10 30 | 12 19 | ..   | 4 0            | 4 0      | 2 6      | 1 6      |
| 26½    | Sandbach                                      | 7 56       | 8 45  | 10 26 | 11 15 | 12 28 | ..   | 2 55  | 6 53  | 7 45 | 9 48  | 10 25    | 10 38 | 12 28 | ..   | 5 0            | 5 0      | 3 6      | 2 0      |
| 31     | Crewe, arrival                                | 8 10       | 9 0   | 10 40 | 11 30 | 12 40 | ..   | 3 5   | 7 10  | 8 0  | 10 0  | 10 38    | 10 50 | 12 40 | ..   | 8 0            | 8 0      | 5 6      | 2 7      |
| 52     | Chester arrival                               | ..         | 10 6  | ..    | 12 36 | 2 41  | ..   | ..    | 8 21  | ..   | ..    | ..       | ..    | ..    | ..   | ..             | 8 6      | 6 0      | 4 0      |
| 33½    | Basford                                       | 8 37       | 10 20 | ..    | ..    | ..    | ..   | ..    | 7 57  | ..   | ..    | ..       | ..    | ..    | ..   | ..             | 9 0      | 6 0      | 2 10     |
| 39     | Madeley                                       | 8 57       | 10 48 | ..    | ..    | ..    | ..   | ..    | 7 57  | ..   | ..    | ..       | ..    | ..    | ..   | ..             | 10 0     | 7 0      | 3 3      |
| 41½    | Whitmore                                      | 9 6        | 11 37 | 11 23 | ..    | 1 27  | ..   | 3 44  | 8 4   | ..   | 10 42 | 11 23    | ..    | 1 27  | ..   | ..             | 10 6     | 7 6      | 3 6      |
| 50     | Norton Bridge                                 | 9 28       | 12 0  | ..    | ..    | ..    | ..   | 4 4   | 8 29  | ..   | ..    | ..       | ..    | ..    | ..   | ..             | 12 6     | 9 0      | 4 2      |
| 55½    | Stafford                                      | 9 44       | 12 16 | 11 56 | ..    | 1 57  | ..   | 4 21  | 8 47  | ..   | 11 12 | 11 56    | ..    | 1 57  | ..   | 15 0           | 14 6     | 10 4     | 8        |
| 61     | Penkridge                                     | 10 1       | 12 32 | ..    | ..    | ..    | ..   | ..    | 9 4   | ..   | ..    | ..       | ..    | ..    | ..   | ..             | 15 6     | 11 6     | 5 1      |
| 63½    | Spread Eagle                                  | 10 10      | 12 40 | ..    | ..    | ..    | ..   | ..    | 9 13  | ..   | ..    | ..       | ..    | ..    | ..   | ..             | 16 6     | 11 6     | 5 4      |
| 65     | Four Ashes                                    | 10 17      | 12 47 | ..    | ..    | ..    | ..   | ..    | 9 20  | ..   | ..    | ..       | ..    | ..    | ..   | ..             | 17 0     | 12 0     | 5 5      |
| 70½    | Wolverhampton                                 | 10 35      | 1 2   | 12 32 | ..    | 2 36  | ..   | 4 57  | 9 38  | ..   | 11 51 | 12 32    | ..    | 2 36  | ..   | 19 0           | 17 6     | 13 0     | 5 11     |
| 73     | Willenhall                                    | 10 46      | 1 13  | ..    | ..    | ..    | ..   | ..    | 9 47  | ..   | ..    | ..       | ..    | ..    | ..   | ..             | 18 0     | 13 6     | 6 1      |
| 75½    | Walsall                                       | 10 55      | 1 22  | ..    | ..    | ..    | ..   | ..    | 9 56  | ..   | ..    | ..       | ..    | ..    | ..   | ..             | 18 6     | 14 0     | 6 4      |
| 78½    | Newton Road                                   | 11 5       | 1 31  | ..    | ..    | ..    | ..   | ..    | 10 6  | ..   | ..    | ..       | ..    | ..    | ..   | ..             | 19 0     | 14 6     | 6 7      |
| 81½    | Perry Bar                                     | 11 17      | 1 44  | ..    | ..    | ..    | ..   | ..    | 10 0  | ..   | ..    | ..       | ..    | ..    | ..   | ..             | 20 6     | 15 0     | 6 10     |
| 85     | Birmingham arrival                            | 11 36      | 2 0   | 1 15  | ..    | 3 20  | ..   | 5 45  | 10 38 | ..   | 12 36 | 1 15     | ..    | 3 20  | ..   | 22 6           | 21 0     | 16 0     | 7 1      |
|        | Departure                                     | 12 0       | 2 30  | 1 30  | ..    | 4 15  | ..   | 6 0   | ..    | ..   | 12 53 | 1 30     | ..    | ..    | ..   | ..             | ..       | ..       | ..       |
| 197½   | LONDON arrival                                | 5 15       | 9 45  | 6 0   | ..    | 8 45  | ..   | 10 30 | ..    | ..   | 5 32  | 6 0      | ..    | ..    | ..   | 52 6           | 48 0     | 34 0     | 16 6     |

\* **First Class passengers booked through from Manchester to LONDON by the trains marked thus \***

No. 1, 1st and 2nd class to Birmingham and intermediate stations, and to all stations between Manchester and Crewe, and from all those stations to Birmingham and the first class stations on the Grand Junction line, and 3rd class between Manchester & Sandbach. No. 2, 1st and 2nd class to Chester (without change of Carriage,) & 1st, 2nd & 3rd class to all stations between Manchester & Crewe; also 3rd class to Birmingham & all intermediate stations. No. 3, 1st class to Birmingham, 1st & 2nd to Stockport, Chelford, H. Chapel. No. 4, 1st, 2nd, and 3rd class to Chester, and all intermediate stations. No. 5, 1st and 2nd class to Birmingham & Chester, (Passengers for Chester changing Carriages at Crewe,) & 1st & 2nd class to Sandbach and intermediate 1st class stations also to Alderley. No. 6, 1st 2nd, and 3rd class to Chelford and intermediate stations; leaves Manchester at 2 5 p.m. on Saturdays. No. 7, 1st & 2nd class to Birmingham, & intermediate 1st class stations. No. 8, 1st & 2nd class to Birmingham, 1st, 2nd, & 3rd class to Chester, & all intermediate stations. No. 9, 1st, 2nd, & 3rd class to Crewe & intermediate stations. No. 10, 1st & 2nd class to Birmingham & intermediate 1st class stations. On Sundays.—No. 2, 1st & 2nd class to Birmingham & 1st class sta. on class to Birmingham & intermediate 1st class stations. Nos. 1, 3 & 5, 1st, 2nd, & 3rd cls. to Chelford & Grand Junc. line, & 1st & 2nd to Alderley & the principal sta. between Manchester & Crewe. Nos. 1, 3 & 5, 1st, 2nd, & 3rd cls. to Chelford & intermediate sta.. Nos. 4 & 6, 1st & 2nd class to Birmingham & 1st class stations on the Grand Junction line, & 1st, 2nd & 3rd class to the 1st class stations between Manchester & Sandbach. Horses & Carriages not booked through.

(OVER.)



## From Manchester to Chester.—52 Miles.

Passengers and Parcels booked through. Week days—7 30 & 10 a.m., without change of carriage; 11 30 a.m., changing car. at Crewe, & proceeding from that Station at 1 20 p.m. & 5 20 p.m. without changing.

## From Chester to Manchester.

At 7 & 11½ a.m., first and second class; 10 30 a.m. and 5 15 p.m., first, second, and third class.

## From Manchester to Stockport.

At \*6 35, 7½, 9, \*9 30, 10, 10½, & 11½ a.m.; 12½, 1½, \*1 55, 3½, 4½, \*5 20, 5½, 6½, 8, & \*8 45 p.m.

Sundays, 7½, 8, \*9 20, \*9½, & \*11½ a.m.; 2½, 6, \*6½, 7½, \*8 45 & 9 p.m.

These trs. stop at Longsight, Levenshulme, & Heaton Norris, to take up or set down passengers when required, except those marked thus \* To the Luggage Train leaving Manchester every night (Sunday excepted) about 11 o'clock, is attached a Second class carriage, by which passengers may be booked (from Manchester only) to Heaton Norris.—Fare 1s.

## From Stockport to Manchester.

At \*4 20, 8, 8 49, 9½, \*10 8, 11, & 12, a.m.; \*12½, 1, \*2 20, 3, 4, 5, \*5 5, \*5 28, 6½, \*7 49, 8½, & \*10 7 p.m.

Sundays, \*4 20, 7½, 9, \*9 5, & \*10 50 a.m.; 1½, \*2 35, 5½, \*5 40, 7, \*8 5, & 8½.

## RATES FOR HORSES & CARRIAGES

| FROM<br>MANCHESTER<br>TO | Horses.                           |       |       |       |       |       | Carria-<br>ges. | Excess<br>Lug. p. lb | Dogs<br>each. |
|--------------------------|-----------------------------------|-------|-------|-------|-------|-------|-----------------|----------------------|---------------|
|                          | 1 property<br>and in<br>same box. |       |       |       |       |       |                 |                      |               |
|                          | 1                                 | 2     | 3     |       |       |       |                 |                      |               |
|                          | s. d.                             | s. d. | s. d. | s. d. | s. d. | s. d. |                 |                      |               |
| STOCKPORT .....          | 5                                 | 0     | 10    | 0     | 15    | 0     | 7               | 0                    | 0 3           |
| CHELFORD .....           | 6                                 | 0     | 12    | 0     | 18    | 0     | 8               | 0                    | 0 6           |
| HOLMES CHAPL.            | 6                                 | 6     | 13    | 0     | 19    | 6     | 10              | 0                    | 0 9           |
| SANDBACH .....           | 7                                 | 0     | 14    | 0     | 21    | 0     | 11              | 0                    | 1 0           |
| CREWE .....              | 7                                 | 6     | 15    | 0     | 22    | 6     | 12              | 0                    | 1 6           |
| CHESTER .....            | 13                                | 0     | 25    | 0     | 39    | 0     | 19              | 0                    | 2 0           |
| WHITMORE .....           | 12                                | 6     | 25    | 0     | 37    | 6     | 22              | 0                    | 3 0           |
| STAFFORD .....           | 14                                | 0     | 28    | 0     | 42    | 0     | 22              | 0                    | 3 0           |
| WOLVERHAMPT.             | 17                                | 6     | 35    | 0     | 52    | 6     | 25              | 6                    | 3 0           |
| BIRMINGHAM .....         | 21                                | 0     | 42    | 0     | 63    | 0     | 30              | 0                    | 7 0           |
| LONDON .....             | 66                                | 0     | 127   | s.    | 178   | s.    | 70              | 0                    | 2             |

## PASSENGER FARES BETWEEN Manchester, Macclesfield, Knutsford, and Congleton.

|                                                              | Macclesfield. |       |       | Knutsford. |       |       | Congleton. |       |       |
|--------------------------------------------------------------|---------------|-------|-------|------------|-------|-------|------------|-------|-------|
|                                                              | 1 cl.         | 2 cl. | 3 cl. | 1 cl.      | 2 cl. | 3 cl. | 1 cl.      | 2 cl. | 3 cl. |
|                                                              | s. d.         | s. d. | s. d. | s. d.      | s. d. | s. d. | s. d.      | s. d. | s. d. |
| By Single Ticket, to & from Manchester                       | 36            | 2     | 6     | 2          | 0     | 3     | 6          | 2     | 0     |
| By Double Ticket to Manchester and back (returning same day) | 62            | 6     | 2     | 0          | 3     | 6     | 2          | 0     | 1     |
|                                                              | 65            | 0     | 3     | 6          | 5     | 0     | 3          | 0     | 2     |

## Trains in conjunction with Coaches and Omnibuses to and from Macclesfield, Congleton, Knutsford, &c.

|              | From Man-<br>chester to<br>Macclesfield<br>(Chelford<br>Station.) | From<br>Macclesfield<br>by coach to<br>Knutsford<br>Station. | From Man-<br>chester to<br>Knutsford.<br>(Chelford<br>Station.) | From<br>Knutsford.<br>by omnibus<br>to Chelford<br>Station. | From Man-<br>chester to<br>Congleton.<br>(Holmes<br>Chapel Sta.) | From Con-<br>gleton, by<br>omnibus to<br>Holmes Chapel<br>Station. |
|--------------|-------------------------------------------------------------------|--------------------------------------------------------------|-----------------------------------------------------------------|-------------------------------------------------------------|------------------------------------------------------------------|--------------------------------------------------------------------|
| Week<br>Days | 7 30 a.m.<br>9 30 ..<br>11 30 ..<br>1 30 p.m.<br>20 & 6 30        | 7 0 a.m.<br>8½ & 11 a.m.<br>2 15 p.m.<br>4 0 ..<br>6 15 ..   | 9 30 ..<br>1 30 p.m.<br>5 20 ..<br>6 15 ..                      | 8 45 ..<br>1 0 p.m.<br>4 0 ..<br>.....                      | 9 30 a.m.<br>5 20 p.m.<br>.....<br>.....                         | 8 12 a.m.<br>3 38 p.m.<br>.....<br>.....                           |
| Sun-<br>days | & 9½ a.m.<br>6 15 p.m.                                            | 7½ & 9 a.m.<br>& 6½ p.m.                                     | 9 30 a.m.<br>6 15 p.m.                                          | 7 45 a.m.<br>4 10 p.m.                                      | .....<br>.....                                                   | .....<br>.....                                                     |

## Passengers for WORCESTER, CHELTENHAM, GLOUCESTER, and the SOUTH-WEST,

Leaving Manchester by any of the Week-Day THROUGH TRAINS, and by the 8 45 p.m. Train on Sundays, will be able to proceed from Birmingham by the Birmingham and Gloucester Railway.

Coaches leave Cheltenham at 2 & 7 p.m. for Oxford, immediately on the arrival of the 11 45 a.m. and 4 15 p.m. Trains from Birmingham.—Fares, inside, 10s.; outside, 5s.

# 19 NORTH UNION—22 M.

Sec., J. Chapman.

## Preston to Liverpool, Manchester, or Wigan.

Via Parkside,

Mixed 8, and 10 20 a.m.; 2 20, 4 30, and 7 53 p.m. mail;  
6 a.m. and 6 p.m. third class.

**Sunday Trains**—7½ a.m., 4 25, and 7 53 p.m. mixed;  
5 p.m. third class.

## Liverpool to Wigan or Preston.

Mixed 8 a.m., 2 15, and 7 45 p.m.; first class mixed, 10 15 a.m.  
and 4 30 p.m.; third class, 6 45 a.m., and 6 30 p.m.

**Sunday Trains**—8 a.m. and 7 45 p.m. mixed., \*4 45 1st class,  
and 5 30 p.m. third class.

## Manchester to Wigan or Preston. Via Parkside.

From the Victoria Station.

Mixed 8½ a.m., 2 30 and 8 20 p.m.; 1st class mixed, 10 30 a.m.  
and 4 45 p.m.; 3rd class, 6 30 a.m. and 6 30 p.m.

**Sunday Trains**—8½ a.m., and 8 20 p.m. mixed, \*5 p.m.  
1st class mixed; 5 30 p.m. 3rd class.

\* These trains being under the direction of the Post Office, after passing  
Parkside, can only stop at Wigan, Euxton, and Leyland.

## From Wigan to Liverpool, Manchester, &c.

At 7, 8½, and 10 50 a.m.; 2 50, 5, 7, and 8 20 p.m.

On Sundays, 8 20 a.m.; 5, 6, and 8 20 p.m.

## From Preston to Chorley, Bolton, and Manchester.

Via Bolton.

8 5 and 10 25 a.m. 2 25, 4 35, and 8 p.m. mixed and 3rd class.

**On Sundays**—8 a.m. and 8 p.m. mixed.

## From Manchester to Chorley, Preston, &c.

8 15 and 10 30 a.m., 2 30 and 4 55 p.m. mixed.

**On Sundays**—8 0 a.m. and 4 50 p.m. mixed.

## From Bolton to Preston, Chorley, &c.

8 45 and 11 a.m. 3, 5 30, and 6 50 p.m. mixed and 3rd class.

**On Sundays**—8 30 a.m. and 5 30 p.m. mixed.

## Preston to Birmingham and London.

In same carriages \*10 20 a.m. and \*7 53 p.m. mail. Changing  
carriages \*13 27 a.m. mail.

A mixed train to Birmingham only at \*20, changing carriages at  
Newton Junction.

Fare.—First class, 26s 6d; second class, 19s 6d.

**On Sundays** the Mail only will run, namely, from Preston, 3 27  
a.m. & 7 53 p.m.

## London to Preston.

Changing carriages at \*6 15 a.m.; in private carriages only at  
8½ a.m.; in the same carriage 10 a.m. mail, and \*8½ p.m. mail.

## From Birmingham in the same carriage at \*10 a.m. and

\*2½ p.m., changing carriages at \*11½ a.m.

† These trains will take private carriages and horse boxes, the others  
cannot do so. \* Second class carriages accompany these trains.

# LANCASTER & PRESTON. Sec., S. E. Bolden.

## Lancaster to Preston, Liverpool, & Manchester.

2 30 a.m. .... first class  
6 50 " .. first & second class  
7 20 " .... third class (slow)  
9 15 " .. first class  
1 10 p.m. first & second class  
3 15 " .. first & second class  
6 55 " .. first class

## Manchester to

Victoria station—changing carr.

4 0 a.m. .... first class  
8 15 a.m. .... first & second class  
10 30 p.m. .... first class  
2 30 " .. first & second class  
4 45 " .. first & second class  
9 20 " .. first & second class

## Liverpool to

8 0 a.m. .... first & second class  
10 15 " .. first class

## Preston to Lancaster.

5 25 a.m. .... first & second class  
9 0 " .. third class (slow)  
9 45 " .. first & second class  
12 0 p.m. .... first class  
4 0 " .. first & second class  
6 45 " .. first & second class  
9 30 " .. first & second class

## Lancaster.

New Bailey-street station.

8 15 a.m. .... first & second class  
10 30 " .. first class  
2 30 p.m. .... first & second class  
4 55 " .. first & second class  
In same carriage.

## Lancaster.

2 15 p.m. .... first & second class  
4 30 " .. first & second class  
7 45 " .. first & second class

Private carriages and horses will be taken by any of the above trains.

During the summer a Coach leaves Lancaster at 3½ p.m. direct for  
Ambleside, Keswick, and the LAKES, and returns in time for the 10 p.m.  
train from Lancaster.

**Lancaster to London.**—In the same carriage at 9 15 a.m.,  
and 6 55\* p.m. mail; changing carriages, 2½ a.m. mail, & 3 15 p.m.

**London to Lancaster.**—In the same carriage at 10\* a.m.  
mail, & 8½\* p.m. mail & 2nd class; changing carriages, 6½ & 9 a.m.

**Lancaster to Birmingham.**—In same car. 9 15 a.m. 1st  
cl. & 6 55\* p.m. mail & 2nd cl.; chang. car. 2½ a.m. ml., & 3 15 p.m.

**Birmingham to Lancaster.**—In same car. 1 10\* a.m. mail  
& 2nd class, & 2½ p.m. mail, changing carriages, at 6 & 11 15 a.m.

The trains marked thus \* cannot take Private Carriages and Horses to or  
from Birmingham or London.

On Sundays the Mail & Third Class trains only will run; the Third Class at  
6 50 a.m. and 5 p.m. from Lancaster, and 8 30 a.m. from Preston.

**FARES.**—To or from London, 1st class, 50s.; second class, 40s.  
To or from Birmingham, first class, 31s.; second class, 22s. To or

from Liverpool first class, 11s. 6d.; 2nd class, 7s. 6d. To or from  
Manchester, via Bolton, 1st class, 11s. 6d.; 2nd class, 7s. 6d., (via

Parkside, 1st class, 11s. 6d.; 2nd class, 7s. 6d. To or from Preston,  
1st class, 5s. 6d. 2nd class 3s. 6d., 3rd class 1 penny per mile.

## Swift Packet Boats, in connexion with the Rail-

way Trains, sail

From Lancaster to Kendal 12 20 p.m. From Kendal to Lanc. 8½ a.m.  
The Packets from Lancaster will sail for Kendal on arrival of the Railway trns.

**FARE.**—Between Lancaster and Kendal, 1st Cabin 3s.; 2nd Cabin 2s.  
The Packets are warmed in cold weather.



| MIL. | DOWN<br>TRAINS.      | 1,2,<br>3Cls | 1 & 2<br>Class | 1 & 2<br>Class | 1 & 2<br>Class | 4<br>Class | 1 & 2<br>Class | 1 & 2<br>Class | 1 & 2<br>Class | 1 & 2<br>Class | Mail<br>p.m. |
|------|----------------------|--------------|----------------|----------------|----------------|------------|----------------|----------------|----------------|----------------|--------------|
| —    | Depart from          | a.m.         | a.m.           | a.m.           | a.m.           | a.m.       | a.m.           | a.m.           | a.m.           | a.m.           | a.m.         |
| —    | <b>London</b> ..     | 6 15         | 9 0            | 9 30           | 11 0           | 1 0        | 1 0            | 1 0            | 1 0            | 1 0            | 9 0          |
| —    | <b>Birmingham</b> .. | 8 30         | 10 0           | 10 40          | 1 30           | 4 0        | 4 0            | 4 0            | 4 0            | 4 0            | ..           |
| —    | <b>Coventry</b> ..   | 9 12         | 10 40          | 11 0           | 2 10           | 4 44       | 6 43           | ..             | ..             | ..             | ..           |
| —    | <b>Rugby</b> ..      | 6 45         | 9 45           | 12 5           | 1 0            | 1 30       | 2 45           | 3 30           | 8 50           | 12 5           | ..           |
| 78   | Ullesthorpe ..       | 7 0          | 10 0           | ..             | 1 20           | 1 55       | 3 5            | 6 45           | 9 10           | 12 20          | ..           |
| 11   | Broughton ..         | 7 10         | 10 8           | ..             | ..             | 2 53       | 15             | ..             | ..             | ..             | ..           |
| 164  | Wigston ..           | 7 20         | ..             | ..             | ..             | 2 27       | 3 30           | ..             | ..             | ..             | ..           |
| 20   | Leicester ..         | 7 55         | 10 40          | 12 45          | 1 45           | 2 43       | 3 45           | 6 20           | 9 45           | 12 45          | ..           |
| 243  | Syston ..            | 8 3          | 10 50          | ..             | 1 55           | 3 3        | 3 55           | 6 30           | 9 55           | 12 53          | ..           |
| 273  | Sileby ..            | 8 8          | 11 0           | ..             | ..             | 3 15       | 4 5            | 6 40           | ..             | ..             | ..           |
| 30   | Barrow ..            | 8 13         | ..             | ..             | ..             | 3 24       | 4 15           | 6 50           | ..             | ..             | ..           |
| 324  | Loughboro' ..        | 8 18         | 11 15          | ..             | 2 15           | 3 33       | 4 22           | 7 0            | 10 15          | 1 15           | ..           |
| 374  | Kegworth ..          | 8 28         | 11 25          | ..             | 2 30           | 3 50       | 4 35           | 7 10           | 10 25          | ..             | ..           |
| 414  | Long Eaton ..        | 8 58         | 11 35          | ..             | ..             | 4 10       | 1 40           | 7 20           | ..             | ..             | ..           |
| 443  | Beeston ..           | 9 7          | 11 43          | ..             | ..             | 4 22       | 4 50           | 7 40           | ..             | ..             | ..           |
| —    | Arrive at            |              |                |                |                |            |                |                |                |                |              |
| 474  | Nottingham ..        | 9 15         | 12 0           | ..             | 3 10           | 4 40       | 5 15           | 8 0            | 11 5           | 6 40           | ..           |
| 423  | Sawley ..            | 8 40         | ..             | ..             | ..             | 4 10       | 4 50           | 7 30           | ..             | ..             | ..           |
| 453  | Borrowash ..         | 8 48         | ..             | ..             | ..             | 4 22       | 5              | 7 40           | ..             | ..             | ..           |
| 494  | <b>Derby</b> ..      | 9 10         | 12 0           | 1 45           | 3 10           | 4 45       | 5 20           | 8 0            | 11 5           | 2 10           | ..           |
| 944  | <b>Sheffield</b> arr | 11 30        | 2 30           | 3 50           | 5 45           | 8 15       | 8 15           | ..             | ..             | 4 40           | ..           |
| 122  | Leeds ..             | 1 0          | 3 45           | 5 0            | 6 55           | 9 40       | 9 40           | ..             | ..             | 5 53           | ..           |
| 1364 | York ..              | 1 30         | 5 35           | 5 35           | 7 30           | 10 0       | ..             | ..             | ..             | 6 25           | ..           |
| —    | Newcastle ..         | 5 40         | 9 15           | 9 15           | 11 30          | ..         | ..             | ..             | ..             | 10 50          | ..           |
| 1814 | Hull ..              | 4 5          | ..             | ..             | 9 15           | ..         | ..             | ..             | ..             | 8 5            | ..           |
| 1604 | <b>Manchest.</b>     | 4 30         | 8 0            | ..             | 9 10           | ..         | ..             | ..             | ..             | 8 30           | ..           |

Also a short train from Nottingham to Rugby and Birmingham at 8 p.m. on week days, first, second, and third class.

| NOTTINGHAM TO DERBY. |                |                |                |                |                |                |                |                |                |                |
|----------------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
| SUNDAYS.             |                |                |                |                |                |                |                |                |                |                |
| STATIONS.            | 1,2,3<br>class | 1 & 2<br>class | 1 & 2<br>class | 1 & 2<br>class | 1 & 2<br>class | 1,2,3<br>class | 1 & 2<br>class | 1 & 2<br>class | 1 & 2<br>class | 1 & 2<br>class |
| Depart from          | a.m.           | a.m.           | a.m.           | a.m.           | a.m.           | a.m.           | a.m.           | a.m.           | a.m.           | a.m.           |
| Nottingham           | 7 0            | 8 15           | 11 0           | 2 50           | 5 0            | 7 0            | 9 40           | 9 0            | 8 15           | ..             |
| Beeston              | 7 9            | 8 20           | 11 9           | 2 57           | 5 7            | 7 9            | 9 47           | 9 9            | 8 24           | ..             |
| Long Eaton           | 7 15           | ..             | 11 15          | 3 5            | 5 15           | 7 15           | ..             | 9 18           | 8 34           | ..             |
| Sawley               | 7 20           | ..             | 11 25          | 3 10           | 5 22           | 7 25           | ..             | 9 26           | 8 41           | ..             |
| Borrowash            | 7 35           | ..             | 11 35          | 3 20           | 5 30           | 7 35           | ..             | 9 35           | 8 50           | ..             |
| Spondon              | ..             | ..             | 11 40          | ..             | 5 35           | 7 40           | ..             | 9 40           | 8 55           | ..             |
| Derby, Arr.          | 7 45           | 9 15           | 11 50          | 3 35           | 5 45           | 7 45           | 10 10          | 9 45           | 9 0            | ..             |

| DERBY TO NOTTINGHAM. |                |                |                |                |                |                |                |                |                |                |
|----------------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
| SUNDAYS.             |                |                |                |                |                |                |                |                |                |                |
| STATIONS.            | 1,2,3<br>class | 1 & 2<br>class | 1 & 2<br>class | 1 & 2<br>class | 1 & 2<br>class | 1,2,3<br>class | 1 & 2<br>class | 1 & 2<br>class | 1 & 2<br>class | 1 & 2<br>class |
| Depart from          | a.m.           | a.m.           | a.m.           | a.m.           | a.m.           | a.m.           | a.m.           | a.m.           | a.m.           | a.m.           |
| Derby                | 6 45           | 8 20           | 10 50          | 1 0            | 5 50           | 8 40           | 8 07           | 10             | ..             | ..             |
| Spondon              | ..             | 9 15           | ..             | 1 5            | 5 58           | ..             | 8 57           | 15             | ..             | ..             |
| Borrowash            | ..             | 9 20           | ..             | 1 10           | 6 3            | 8 50           | 8 10           | 20             | ..             | ..             |
| Sawley               | ..             | 9 28           | ..             | 1 18           | 6 10           | 8 58           | 8 18           | 28             | ..             | ..             |
| Long Eaton           | ..             | 9 35           | ..             | 1 25           | 6 15           | 9 4            | 8 23           | 33             | ..             | ..             |
| Beeston              | ..             | 9 45           | ..             | 1 30           | 6 20           | 9 10           | 8 30           | 7 40           | ..             | ..             |
| Nottingham           | 6 40           | 8 15           | 10 12          | 1 45           | 6 35           | 9 25           | 8 45           | 7 55           | ..             | ..             |

The 6, 8, 20, and 11 40 a.m. trains from Derby are in connexion at Nottingham with coaches to Newark, Lincoln, & Mansfield, also No. 3 to Mansfield, Worksop, Retford, Tickville, & Doncaster.

The 11 40 a.m. train from Derby is in connexion at Nottingham with a coach to Ollerton, Retford, and Gainsborough.

Third class passengers cannot be booked to any of the intermediate stations by the No. 4 train from Nottingham to Derby, or the 2 30 p.m. train from Derby to Nottingham.

Trains marked with an asterisk are 3rd class, at 1d per mile.

Extra Trains.—From Derby at 11 40 a.m., 1st, & 4th class, and 2 30 p.m., 1st & 2nd class, on week days; from Nottingham at 3 30 p.m., 4th class.

| UP<br>TRAINS.        | 1 & 2<br>Class | 1 & 2<br>Class | 1 & 2<br>Class | 1 & 4<br>Class | 1 & 2<br>Class | 1 & 2<br>Class | 1 & 2<br>Class | 1, 2<br>3Cls | 1 & 2<br>Class | Mail<br>p.m. |
|----------------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|--------------|----------------|--------------|
| Depart from          | p.m.           | a.m.           | a.m.           | a.m.           | a.m.           | a.m.           | a.m.           | a.m.         | a.m.           | a.m.         |
| <b>Manchest</b> ..   | ..             | ..             | ..             | ..             | 6 45           | 10 50          | 10 50          | 1 30         | 4 45           | ..           |
| Hull ..              | ..             | ..             | ..             | ..             | 8 20           | 11 0           | 11 0           | 1 40         | 4 55           | ..           |
| Newcastle ..         | 10 50          | ..             | ..             | ..             | 5 45           | 8 45           | 8 45           | 10 30        | 2 0            | ..           |
| York ..              | 3 0            | ..             | 6 0            | 6 0            | 9 50           | 12 25          | 12 25          | 3 10         | 6 30           | ..           |
| Leeds ..             | 3 30           | ..             | 6 50           | 6 50           | 10 15          | 1 0            | 1 15           | 4 0          | 7 5            | ..           |
| <b>Sheffield</b> ..  | ..             | 8 15           | 8 15           | 11 35          | 2 42           | 5 15           | 5 25           | 8 20         | ..             | ..           |
| <b>Derby</b> ..      | 7 10           | 8 20           | 10 50          | 11 40          | 2 15           | 4 20           | 4 40           | 8 15         | 11 0           | ..           |
| Borrowash ..         | ..             | 8 30           | ..             | 11 58          | ..             | ..             | ..             | 8 25         | ..             | ..           |
| Sawley ..            | 7 20           | 8 40           | ..             | 12 10          | ..             | ..             | ..             | 8 35         | ..             | ..           |
| Nottingham           | 7 0            | 8 15           | 10 50          | 11 40          | 2 15           | ..             | ..             | 4 40         | 9 40           | ..           |
| Beeston ..           | ..             | 8 20           | ..             | 11 53          | ..             | ..             | ..             | ..           | ..             | ..           |
| Long Eaton           | ..             | 8 30           | ..             | 12 7           | ..             | ..             | ..             | ..           | ..             | ..           |
| Kegworth ..          | ..             | 9 0            | 11 20          | 12 32          | 2 35           | ..             | 5 0            | 8 50         | ..             | ..           |
| Loughbro' ..         | 7 40           | 9 17           | 11 35          | 12 53          | 2 50           | ..             | 5 15           | 9 20         | 11 30          | ..           |
| Barrow ..            | ..             | 9 28           | ..             | 1 3            | ..             | ..             | ..             | 9 13         | ..             | ..           |
| Sileby ..            | ..             | 9 35           | 11 43          | 1 13           | ..             | ..             | ..             | 9 20         | ..             | ..           |
| Syston ..            | 8 0            | 9 43           | 11 50          | 1 30           | 3 10           | ..             | 5 40           | 9 30         | 11 45          | ..           |
| Leicester ..         | 8 30           | 10 0           | 12 10          | 2 0            | 3 30           | 5 20           | 6 0            | 9 45         | 12 15          | ..           |
| Wigston ..           | ..             | 10 10          | ..             | 2 10           | 30             | ..             | ..             | 9 55         | ..             | ..           |
| Broughton ..         | ..             | 10 25          | ..             | 2 35           | ..             | ..             | ..             | 10 0         | ..             | ..           |
| Ullesthorpe ..       | 8 50           | 10 35          | 12 40          | 2 50           | 4 0            | ..             | 6 30           | 10 15        | 12 25          | ..           |
| Arrival at           |                |                |                |                |                |                |                |              |                |              |
| <b>Rugby</b> ..      | 9 15           | 11 0           | 1 0            | 3 20           | 4 30           | 6 10           | 6 50           | 10 30        | 1 5            | ..           |
| Coventry ..          | 10 2           | 12 9           | 2 52           | ..             | ..             | 9 17           | 9 17           | 12 2         | ..             | ..           |
| <b>Birmingham</b> .. | 10 50          | 1 10           | 3 40           | ..             | ..             | 10 0           | 10 0           | 12 50        | ..             | ..           |
| <b>London</b> ..     | 1 0            | 2 45           | 5 15           | 10 0           | 8 0            | 10 30          | 10 30          | ..           | 5 32           | ..           |

On Sundays.—From Rugby 12 mail, and \* 7 4 a.m.; 1 and 6 p.m. From Derby 7 10 a.m. mail; 12 4, \* 7, and 11 p.m. mail.

## BIRMINGHAM &amp; DERBY JUNCTION.

Superintendent, Peter Clarke.

| Mls.   | UP TRAINS.<br>STATIONS            | Derby to Birmingham<br>and London. |       |       |      |      |       |        | Sun-<br>days. | DOWN TRNS.<br>STATIONS.      | London & Birmingham<br>to Derby. |       |       |       |      |      |      | Sun-<br>days. |
|--------|-----------------------------------|------------------------------------|-------|-------|------|------|-------|--------|---------------|------------------------------|----------------------------------|-------|-------|-------|------|------|------|---------------|
|        |                                   | 1                                  | 2     | 3     | 4    | 5    | 6     | 7 & 10 |               |                              | 1                                | 2     | 3     | 4     | 5    | 6    | 7    |               |
|        | Departure from                    | a.m.                               | a.m.  | p.m.  | p.m. | p.m. | p.m.  | mail   | a.m.          | Departure from               | mail                             | a.m.  | a.m.  | a.m.  | p.m. | a.m. | p.m. | a.m.          |
|        | <b>DERBY</b> .....                | 8 15                               | 10 30 | 12 5  | 2 0  | 4 30 | 8 15  | 10 50  | 8 30          | <b>LONDON</b> .....          | ..                               | ..    | 6 15  | 8 9   | ..   | 11 0 | 1 0  | ..            |
| 6 1/2  | <b>Willington</b> .....           | 8 25                               | ..    | 12 20 | ..   | 4 45 | 8 25  | ..     | 8 40          | <b>Coventry</b> .....        | ..                               | ..    | 10 2  | 12 28 | ..   | 2 52 | 5 9  | ..            |
| 11     | <b>Burton</b> .....               | 8 35                               | 10 50 | 12 30 | 2 20 | 4 55 | 8 35  | 11 30  | 8 50          | <b>Hampton</b> .....         | ..                               | ..    | 10 30 | 1 21  | 1 21 | 3 45 | 6 0  | 8 0           |
| 15     | <b>Barton &amp; Walton</b> .....  | 8 45                               | 11 0  | 12 40 | ..   | 5 5  | 8 45  | ..     | 9 0           | <b>Coleshill, arrival.</b>   | ..                               | ..    | 10 40 | 1 31  | 1 31 | 3 55 | 6 10 | ..            |
| 17 1/2 | <b>Oakley &amp; Alrewas</b> ..... | 8 55                               | 11 10 | 12 45 | 2 30 | 5 13 | 8 55  | ..     | 9 10          | <b>Birmingham</b>            | 12 20                            | 7 0   | 10 30 | 1 30  | 2 0  | 3 45 | 6 0  | 8 30          |
| 24     | <b>Tamworth</b> .....             | 9 10                               | 11 30 | 1 5   | 3 0  | 5 30 | 9 15  | 11 50  | 9 25          | <b>Castle Bromwich</b>       | 7 10                             | ..    | 1 39  | 2 15  | ..   | 6 9  | ..   | ..            |
| 25 1/2 | <b>Willcote &amp; Fazly.</b>      | 9 15                               | ..    | 1 10  | ..   | 5 35 | 9 20  | ..     | 9 34          | <b>Water Orton</b> .....     | 7 15                             | ..    | ..    | 2 15  | ..   | 6 14 | 8 43 | 6 43          |
| 29 1/2 | <b>Kingsbury</b> .....            | 9 30                               | ..    | 1 20  | ..   | 5 45 | 9 30  | ..     | 9 43          | <b>Forge Mills</b> .....     | 7 19                             | 10 46 | 1 45  | 2 31  | 4 2  | 6 18 | 8 48 | 6 48          |
| 31 1/2 | <b>Whitacre Junc.</b> .....       | 9 35                               | 11 45 | 1 25  | 3 20 | 5 50 | 9 35  | ..     | 9 48          | <b>Whitacre Junc.</b>        | 7 25                             | 10 50 | 1 50  | 2 40  | 4 10 | 6 23 | 8 53 | 6 53          |
| 33     | <b>Forge Mills</b> .....          | 9 40                               | 11 50 | 1 30  | ..   | 5 57 | 9 40  | ..     | 9 55          | <b>Kingsbury</b> .....       | 7 30                             | ..    | ..    | 2 45  | ..   | 6 30 | 9 0  | 7 0           |
| 34 1/2 | <b>Water Orton</b> .....          | 9 45                               | ..    | 1 35  | ..   | 6 2  | ..    | ..     | 10 0          | <b>Willcote &amp; Fazly.</b> | 7 40                             | ..    | ..    | 2 57  | 4 23 | 6 40 | 9 10 | 7 10          |
| 37     | <b>Castle Bromwich</b>            | 9 50                               | ..    | 1 40  | ..   | 6 10 | 9 50  | ..     | ..            | <b>Tamworth</b> .....        | 1 8                              | 7 45  | 11 10 | 2 10  | 3 5  | 4 30 | 6 45 | 9 15          |
| 41 1/2 | <b>Birmingham</b>                 | 10 20                              | 12 30 | 2 15  | 4 0  | 6 30 | 10 15 | 12 35  | 10 20         | <b>Oakley &amp; Alrewas</b>  | ..                               | 8 0   | 11 25 | 2 25  | 3 30 | 4 45 | 7 0  | 9 30          |
| 33 1/2 | <b>Coleshill</b> .....            | 9 40                               | 11 50 | ..    | 3 25 | ..   | ..    | ..     | ..            | <b>Barton &amp; Walton</b>   | ..                               | 8 10  | 11 35 | 2 35  | 3 40 | 4 52 | 7 10 | 9 40          |
| 35 1/2 | <b>Hampton</b> .....              | 10 10                              | 12 10 | ..    | 3 45 | ..   | ..    | ..     | ..            | <b>Burton</b> .....          | 1 40                             | 8 20  | 11 45 | 2 45  | 3 56 | 5 0  | 7 20 | 9 50          |
| 47 1/2 | <b>Coventry</b> .....             | 10 44                              | 12 49 | ..    | 4 44 | ..   | ..    | ..     | ..            | <b>Willington</b> .....      | ..                               | 8 35  | 11 58 | ..    | 4 10 | ..   | 7 33 | 10 3          |
| 41 1/2 | <b>LONDON</b> .....               | 2 45                               | 5 15  | ..    | 8 45 | ..   | ..    | ..     | ..            | <b>DERBY arrival.</b>        | 2 59                             | 9 0   | 12 15 | 3 15  | 4 45 | 5 40 | 8 0  | 10 20         |

## FARES, FROM BIRMINGHAM

| TO            | 1 Cls. | 2 Cls. | 3 Cls. | TO                 | 1 Cls. | 2 Cls. | 3 Cls. |
|---------------|--------|--------|--------|--------------------|--------|--------|--------|
|               | s. d.  | s. d.  | s. d.  |                    | s. d.  | s. d.  | s. d.  |
| Nottingham .. | 14 6   | 10 6   | —      | Tamworth .....     | 4 0    | 3 0    | 2 0    |
| Leeds .....   | 31 0   | 22 0   | —      | Barton & Walton .. | 7 6    | 5 6    | 4 6    |
| York .....    | 35 6   | 25 6   | —      | Burton .....       | 7 6    | 5 6    | 4 6    |
| Hull .....    | 38 6   | 28 6   | —      | Derby .....        | 11 0   | 8 0    | 6 0    |
| Darlington .. | 48 6   | 34 6   | —      | Sheffield .....    | 23 0   | 16 0   | —      |

## FARES, FROM DERBY

| TO                 | 1 Cls. | 2 Cls. | 3 Cls. | TO               | 1 Cls. | 2 Cls. | 3 Cls. |
|--------------------|--------|--------|--------|------------------|--------|--------|--------|
|                    | s. d.  | s. d.  | s. d.  |                  | s. d.  | s. d.  | s. d.  |
| Burton .....       | 3 0    | 2 0    | 1 6    | Birmingham ..    | 11 0   | 8 0    | —      |
| Barton & Walton .. | 4 0    | 3 0    | 2 0    | London .....     | 25 0   | 23 6   | 6 0    |
| Tamworth .....     | 6 6    | 5 0    | 4 0    | Liverpool .....  | 35 6   | 26 0   | —      |
| Kingsbury .....    | 7 6    | 5 6    | 4 0    | Manchester ..    | 34 0   | 25 0   | 18 0   |
| Hampton .....      | 8 0    | 6 0    | 4 6    | Gloucester ..... | 25 6   | 19 0   | —      |

## Additional Sunday Trains from Derby, to Birmingham, at 6 50 and 10 50 p.m.

Trains carrying Passengers at 1d. per mile leave Derby for Birmingham at 12 5 p.m., and from Birmingham to Derby at 2 p.m.; on Sundays, from Birmingham at 8 30 a.m., and 6 30 p.m.; from Derby at 8 30 a.m., and 6 50 p.m. calling at all the stations.

First and second class carriages with all trains; third class carriages with Nos. 2, 5, 7, 9, & 10 down, and 1, 5, 6, 8, and 9, up trains. Burton & Tamworth to London—First class passengers booked by trains Nos. 1, 2, & 4; 2nd class by Nos. 1 & 2.

An Omnibus to Matlock leaves the Amber Gate station on the North Midland Railway (Sunday excepted) on the arrival of the trains leaving Birmingham, at 7 a.m. and 1 30 p.m., and arrives there from Matlock in time for the trains which reach Birmingham, at 12 30 & 6 30 p.m.

A coach leaves Lichfield every morning (except Sunday) at 8 o'clock, and arrives at the Tamworth station in time for the 1st train from Derby, which reaches Birmingham at 10 20 a.m., and London at 2 45 p.m., and returns to Lichfield, from Tamworth station, every day on the arrival of the trains leaving London at 8 and 8 45 a.m., and Birmingham at 1 30 p.m.



## DOWN TRAINS.

## Derby to Leeds.

## STATIONS.

1 2 3 4 5 6 7 8

Departure from  
LONDON....  
BIRMINGM

mail.  
p.m. a.m. a.m. a.m. a.m. a.m. a.m. a.m.

9 0 ..  
12 20 ..

a.m. a.m. a.m. a.m. a.m. a.m. a.m. a.m.

6 15 9 0  
10 30 ..

a.m. a.m. a.m. a.m. a.m. a.m. a.m. a.m.

9 30 7 0 11 40  
1 30 2 0 3 45

a.m. a.m. a.m. a.m. a.m. a.m. a.m. a.m.

8 & 10 ..  
.. .. ..

## Sundays

10 11 12

a.m. a.m. a.m. a.m. a.m. a.m. a.m. a.m.

8 & 10 ..  
.. .. ..

a.m. a.m. a.m. a.m. a.m. a.m. a.m. a.m.

8 & 10 ..  
.. .. ..

## Sheffield &amp; Rotherham.

## From Sheffield.

8½, 9½, 10½, & 11½ a.m., 12½, 1½, 2½, 3½, 4½, 5½, 6½, & 7½ p.m.

## From Rotherham.

9, 10, & 11 a.m.; 12 noon; 1, 2, 3, 4, 5, 6, 7, and 8 p.m.

On Sundays from Sheffield at 9 & 10 a.m., 1½, 2½, 5½, 6½, and 7½ p.m.—From Rotherham 9½ a.m., 1, 2, 5, 6, 7, and 8 p.m.

On Mondays an additional train from Sheffield at 7 a.m.

FAKES—From Sheffield to Rotherham, 1st class 1s, 3rd 6d.; to Brightside, 1st class 6d, 3rd, 3d; Rotherham to the Holmes, 1st class 6d, 3rd 3d; to Brightside, 1st class 8d, 3rd 4d.

Third class trains at one penny per mile:—From Leeds to London, at 6 50 a.m.; from Rugby to Leeds, at 2 40 p.m.; and from Derby at 5 p.m.—On Sundays: From Leeds to Derby, at 7 30 a.m.; and from Derby to Leeds at 6 45 a.m. and 5 p.m., calling at all the stations.

Nos. 3, 4, 6, 7, 8, & 11 are in connexion at Derby with trains from Nottingham, and 1, 3, 4, 6, 7, 8, 9, and 11 with trains from Leicester, and Loughborough.

Third class passengers will be conveyed from London by the 7 a.m. train, arriving in Leeds the same evening. Fare 17s. 2d.

First and second class carriages are attached to all the trains, and third class carriages to trains Nos. 2, 3, and 7.

CHESTERFIELD STATION.—A Coach from Mansfield meets No. 3 down train, and returns on the arrival of No. 7 up train. Passengers booked through between Mansfield, and Manchester and Sheffield.

| Miles | STATIONS.         | 1     | 2     | 3     | 4     | 5     | 6     | 7     | 8     | 10    | 11    | 12   |
|-------|-------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|------|
|       | Derby             | 2 53  | 6 0   | 9 20  | 12 30 | 2 15  | 3 45  | 5 0   | 6 0   | 6 45  | 3 45  | 5 0  |
| 5½    | Duffield, Arrival | 6 9   | ..    | ..    | ..    | ..    | ..    | ..    | ..    | 6 54  | ..    | 5 9  |
| 7½    | Belper            | 6 17  | 9 35  | 12 43 | ..    | ..    | 3 53  | 5 23  | 6 30  | 7 2   | 3 58  | 5 17 |
| 10½   | Amber Gate        | 6 28  | 9 45  | 12 53 | ..    | ..    | 4 8   | 5 36  | 6 40  | 7 13  | 4 8   | 5 28 |
| 14    | Wingfield         | 6 40  | 9 57  | ..    | ..    | ..    | 4 19  | 5 50  | 6 50  | 7 25  | 4 19  | 5 40 |
| 17½   | Stretton          | 6 50  | ..    | ..    | ..    | ..    | ..    | 6 5   | ..    | 7 36  | ..    | 5 50 |
| 20½   | Clay Cross        | 6 58  | ..    | ..    | ..    | ..    | ..    | 6 15  | ..    | 7 43  | ..    | 5 58 |
| 24½   | Chesterfield      | 3 36  | 7 10  | 10 20 | 1 27  | 2 58  | 4 42  | 6 31  | 7 0   | 7 53  | 4 42  | 6 8  |
| 27½   | Staveley          | ..    | 7 17  | 10 25 | ..    | ..    | ..    | 6 45  | ..    | 8 2   | ..    | 6 17 |
| 30½   | Eckington         | ..    | 7 23  | 10 34 | 1 41  | ..    | 4 56  | 7 0   | 7 5   | 8 8   | 4 56  | 6 23 |
| 35½   | Woodhouse Mill    | ..    | 7 34  | 10 46 | ..    | ..    | ..    | 7 20  | ..    | 8 19  | ..    | 6 34 |
| 40    | Masbro'           | 4 5   | 7 45  | 11 10 | 2 5   | 3 25  | 5 16  | 7 40  | 7 0   | 8 30  | 5 16  | 6 45 |
| 45    | SHEFFIELD.        | 4 40  | 8 20  | 11 30 | 2 30  | 3 50  | 5 45  | 8 15  | 8 5   | 9 10  | 5 45  | 7 0  |
|       | Departure....     | 3 45  | 7 30  | 10 50 | 1 45  | 3 10  | 5 0   | 7 30  | 7 0   | 8 10  | 4 55  | 6 30 |
| 45    | Swinton           | ..    | 8 11  | 11 25 | 2 23  | ..    | 5 34  | 8 11  | 25    | 8 50  | 5 34  | 7 1  |
| 47    | Wath              | ..    | 8 8   | ..    | 2 29  | ..    | ..    | 8 15  | 8 56  | ..    | 7 8   | ..   |
| 49    | Darfield          | ..    | 8 15  | 11 35 | ..    | ..    | ..    | 8 20  | 9 0   | ..    | 7 15  | ..   |
| 53½   | Barnsley          | 4 44  | 8 28  | 11 44 | 2 45  | ..    | 5 52  | 8 30  | 8 15  | 5 52  | 7 28  | ..   |
| 56½   | Royston & Notton  | ..    | 8 39  | ..    | ..    | ..    | ..    | 8 38  | 8 15  | 9 26  | 7 39  | ..   |
| 60½   | Cakenshaw         | 5 1   | 8 49  | 12 0  | 3 5   | ..    | 6 10  | 8 48  | 8 15  | 6 10  | 7 49  | ..   |
| 63½   | Normanton         | 5 14  | 9 0   | 12 19 | 3 20  | 4 35  | 6 25  | 9 0   | 9 15  | 6 25  | 8 0   | ..   |
| 66½   | Methley           | ..    | 9 10  | 12 29 | 3 25  | 4 45  | 6 35  | 9 10  | 9 10  | 6 35  | 8 10  | ..   |
| 68    | Woodlesford       | ..    | 9 15  | 12 34 | 3 28  | 4 50  | 6 40  | 9 15  | 9 10  | 6 40  | 8 15  | ..   |
| 73    | LEEDS             | 6 53  | 9 30  | 1 0   | 3 45  | 5 0   | 6 55  | 9 40  | 9 10  | 10 25 | 6 55  | 8 30 |
| 112   | MANCHESTER        | 8 30  | 12 0  | 4 30  | 8 0   | 9 10  | ..    | ..    | ..    | 1 30  | 10 35 | ..   |
| 142   | LIVERPOOL         | 10 15 | 1 30  | 6 15  | 10 15 | 10 15 | ..    | ..    | ..    | 6 15  | ..    | ..   |
| 187   | YORK              | 6 25  | 11 20 | 1 30  | 4 20  | 5 35  | 7 30  | 10 10 | 10 10 | ..    | 7 30  | ..   |
| 111   | HULL              | 8 5   | 12 55 | 4 5   | ..    | ..    | 9 15  | ..    | ..    | ..    | 9 15  | ..   |
|       | NEWCASTL          | 10 50 | ..    | 5 40  | 8 30  | 9 15  | 11 50 | ..    | ..    | ..    | 11 30 | ..   |

COACHES.—Swinton station:—Conveyances from and to Doster meet Nos. 5, 6, 7, & 8 Up, and 2, 3, 4, 6, 7, & 8 Down trains. Leeds sta.:—Coaches fr. and to Harrogate, Bradford, Otley, Knaresbro', R. Bingley, Keighley, Skipton, Settle, Kirby Lonsdale, etc. meet the various trns. MASBRO' STATION.—A Coach from Lincoln, via Retford, meets 4 down and 7 up trains, and returns immediately; and one from Lincoln, via Gainsbro' & Bawtry, meets Nos. 5 up & 3 down train and returns after the arrival of Nos. 7 up & 4 down trains.

| Distance | UP TRAINS.          |  | Leeds to Derby. |      |       |       |       |       |       |       |          |       | Sundays. |      |      |
|----------|---------------------|--|-----------------|------|-------|-------|-------|-------|-------|-------|----------|-------|----------|------|------|
|          | STATIONS.           |  | 1               | 2    | 3     | 4     | 5     | 6     | 7     | 8     | 9 & 13   | mail  | 10       | 11   | 12   |
|          | Departure from      |  | p.m.            | a.m. | a.m.  | a.m.  | a.m.  | a.m.  | a.m.  | a.m.  | p.m.     | p.m.  | p.m.     | a.m. | a.m. |
|          | <b>NEWCASTLE</b>    |  | 10 50           | ..   | ..    | ..    | ..    | 5 45  | 8 45  | 10 30 | 2 0      | 10 50 | ..       | ..   | ..   |
|          | <b>HULL</b>         |  | ..              | ..   | ..    | ..    | ..    | 8 20  | 11 0  | 1 40  | 4 55     | ..    | ..       | ..   | ..   |
|          | <b>YORK</b>         |  | 3 0             | ..   | 6 0   | ..    | ..    | 9 50  | 12 25 | 3 10  | 6 30     | 3 0   | 6 45     | ..   | ..   |
|          | <b>LIVERPOOL</b>    |  | ..              | ..   | ..    | ..    | ..    | ..    | 8 45  | 12 0  | 2 0      | ..    | ..       | ..   | ..   |
|          | <b>MANCHESTER</b>   |  | ..              | ..   | ..    | ..    | 6 45  | ..    | 10 50 | 1 30  | 4 45     | ..    | ..       | ..   | ..   |
| Mls.     |                     |  | a.m.            | a.m. | a.m.  | a.m.  | a.m.  | p.m.  | p.m.  | p.m.  | a.m.     | a.m.  | p.m.     |      |      |
| 5        | <b>LEEDS</b>        |  | 3 30            | ..   | 6 50  | 6 50  | 10 15 | ..    | 1 40  | 7 5   | 3 30     | 7 30  | 3 0      |      |      |
| 6 1/2    | Woodlesford Arrival |  | ..              | ..   | 6 55  | 6 55  | 10 25 | ..    | 1 45  | 7 15  | ..       | 7 35  | 3 4      |      |      |
| 6 3/4    | Methley             |  | ..              | ..   | 7 4   | 7 4   | 10 30 | ..    | 1 4   | 7 20  | ..       | 7 43  | 3 13     |      |      |
| 9 1/2    | <b>Normanton</b>    |  | 4 0             | ..   | 7 15  | 7 15  | 10 40 | 11 5  | 1 8   | 4 24  | 7 27     | 4 0   | 7 54     | 3 24 |      |
| 12 1/2   | <b>Oakenshaw</b>    |  | 4 7             | ..   | 7 32  | 7 32  | 10 50 | ..    | 1 4   | 4 41  | 7 44     | 4 7   | 8 11     | 3 41 |      |
| 16 1/2   | Royston and Nottou  |  | ..              | ..   | 7 44  | 7 44  | ..    | ..    | ..    | 4 53  | ..       | ..    | 8 23     | 3 53 |      |
| 19 1/2   | <b>Barnsley</b>     |  | 4 28            | ..   | 7 53  | 7 53  | 11 10 | 11 30 | 1 5   | 5 2   | 8 2      | 4 28  | 8 32     | 4 2  |      |
| 24       | Darfield            |  | ..              | ..   | 8 4   | 8 4   | ..    | ..    | ..    | 5 13  | ..       | ..    | 8 43     | 4 13 |      |
| 26       | Wath                |  | ..              | ..   | 8 9   | 8 9   | ..    | ..    | ..    | 5 18  | ..       | ..    | 8 48     | 4 18 |      |
| 28       | Swinton             |  | ..              | ..   | 8 16  | 8 16  | 11 30 | 11 45 | 2 1   | 5 25  | 8 19     | ..    | 8 55     | 4 25 |      |
| 33       | <b>Masbro'</b>      |  | 4 55            | 6 45 | 8 30  | 8 50  | 11 50 | 12 5  | 2 2   | 5 39  | 8 38     | 4 55  | 9 9      | 4 39 |      |
| 38       | <b>SHEFFIELD</b>    |  | ..              | ..   | 8 50  | ..    | 12 5  | 12 25 | 2 5   | 6 10  | 9 0      | ..    | 9 40     | 5 10 |      |
|          | Departure           |  | ..              | 6 30 | 8 15  | 8 15  | 11 35 | ..    | 2     | 5 25  | 8 20     | ..    | 8 50     | 4 25 |      |
| 37 1/2   | Woodhouse Mill      |  | ..              | 7 5  | 8 50  | 9 8   | ..    | ..    | ..    | 5 59  | ..       | ..    | 9 29     | 4 59 |      |
| 42 1/2   | Eckington           |  | ..              | 7 20 | 9 5   | 9 25  | 12 13 | 12 28 | 2 4   | 6 14  | ..       | ..    | 9 44     | 5 14 |      |
| 45 1/2   | Staveley            |  | ..              | 7 28 | ..    | 9 38  | ..    | ..    | ..    | 6 23  | ..       | ..    | 9 53     | 5 23 |      |
| 48 1/2   | <b>Chesterfield</b> |  | 5 38            | 7 39 | 9 16  | 9 56  | 12 30 | 12 44 | 2 4   | 6 35  | 9 15     | 5 38  | 6 5      | 5 35 |      |
| 52 1/2   | Clay Cross          |  | ..              | 7 51 | ..    | 10 10 | ..    | ..    | ..    | 6 47  | ..       | ..    | 10 17    | 5 47 |      |
| 55 1/2   | Stretton            |  | ..              | 8 0  | ..    | 10 20 | ..    | ..    | ..    | 6 57  | ..       | ..    | 10 27    | 5 57 |      |
| 59       | Wingfield           |  | ..              | 8 8  | 9 40  | 10 35 | 12 55 | ..    | ..    | 7 5   | ..       | ..    | 10 35    | 6 5  |      |
| 62 1/2   | Amber Gate          |  | ..              | 8 17 | 9 49  | 10 50 | 1 6   | 1 17  | 3 7   | 7 14  | ..       | ..    | 10 44    | 6 14 |      |
| 65 1/2   | Belper              |  | 6 5             | 8 26 | 9 55  | 11 2  | 1 15  | ..    | 3 7   | 7 23  | 9 40     | 6 5   | 10 53    | 6 23 |      |
| 67 1/2   | Duffield            |  | ..              | 8 33 | ..    | 11 12 | ..    | ..    | ..    | 7 29  | ..       | ..    | 10 59    | 6 29 |      |
| 73       | <b>DERBY</b>        |  | 6 40            | 9 0  | 10 20 | 11 30 | 1 40  | 1 50  | 4     | 7 50  | 10 18    | 6 40  | 11 20    | 6 50 |      |
| 114      | <b>BIRMINGHAM</b>   |  | p.m.            | p.m. | p.m.  | p.m.  | p.m.  | p.m.  | p.m.  | p.m.  | a.m.     | p.m.  | p.m.     | p.m. |      |
| 20 1/2   | <b>LONDON</b>       |  | 1 0             | ..   | 12 30 | 2 15  | 4 0   | ..    | 10    | 6 10  | 15 12 35 | 10 20 | 8 20     | 8 20 |      |

**Third Class** trains at one penny per mile:—From Leeds to London, &c. at 6 50 a.m.; from Rugby to Leeds at 1 30 p.m.; and from Derby at 5 p.m.—On Sundays: from Leeds to Derby at 7 30 a.m., and from Derby to Leeds at 6 45 a.m. and 5 p.m., calling at all the stations.

Nos. 2, 3, 4, 5, 7, 8, 10, & 12, are in connexion at Derby with trains to Nottingham, to Leicester and Loughborough by all the trains except the second and sixth.

Trains leave Normanton Junction for Manchester, York, Hull, Darlington, Newcastle, & Carlisle.

Third class passengers will be conveyed from Leeds by the 6 50 a.m. train, arriving in London the same evening. Fare 17s. 2d.

First and second class carriages are attached to all the trains, and third class carriages to Nos. 4 and 8.

Carriage trucks and horse boxes are kept at all the principal stations; but to prevent disappointment it is recommended that notice be given the day previous to their being required.

Persons riding in their own carriages are charged 2nd class fare.

**COACHES, &c.**—Eckington station:—A Coach from & to Bost, Sleaford, Lincoln, Newark, Ollerton, Worksop, &c. meets Nos. 7 up and 3 down trains; and returns after the arrival of the No. 5p train. Also, one from and to Worksop, Retford, &c. meets Nos. 5 up & 3 down, and waits for Nos. 8 up and 6 down trains. Passengers are booked through from Manchester to this station, being the most economical and expeditious route to Manchester, Lds, York, and Sheffield.

\* **Runs also on Sundays.**



| Going West 1 2 3 4 5 6 |   |   |    |    |    |    |   | Sunday |      | Fares. |      | Going East 1 2 3 4 5 6 |      |    |      |      |    |    |    | Sundays |              |    |    |    |    |    |    |    |      |      |      |      |      |      |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |   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| Trains from            |   |   |    |    |    |    |   | a.m.   | a.m. | p.m.   | p.m. | p.m.                   | p.m. | .. | a.m. | p.m. | s. | d. | s. | d.      | Trains leave |    |    |    |    |    |    |    | a.m. | a.m. | p.m. | p.m. | a.m. | p.m. |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |   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Nos. 4 west, and least are mail trains; and on Sundays, the 5 p.m. west, and 9 a.m. east are mails.  
A train leaves Milton for Carlisle every Saturday morning at 8 $\frac{1}{2}$ , for the convenience of people attending the market.

Sec., George Baker.

## YORK AND NORTH MIDLAND.—27 Miles in length.

Engr., T. Cabry,

| UP.            |       |       |       |       |       |      |      |       |      | DOWN.             |       |       |       |       |      |      |       |              |                      | Fares.        |  |
|----------------|-------|-------|-------|-------|-------|------|------|-------|------|-------------------|-------|-------|-------|-------|------|------|-------|--------------|----------------------|---------------|--|
| Departure from |       |       |       |       |       |      |      |       |      | Departure from    |       |       |       |       |      |      |       |              |                      | 1 Cls. 2 Cls. |  |
| 1              | 2     | 3     | 4     | 5     | 6     | 7    | 8    | 9     |      | 1                 | 2     | 3     | 4     | 5     | 6    | 7    | 8     |              |                      |               |  |
| a.m.           | a.m.  | a.m.  | a.m.  | p.m.  | p.m.  | p.m. | p.m. | p.m.  | ml.  | a.m.              | a.m.  | a.m.  | p.m.  | p.m.  | p.m. | p.m. | p.m.  | From York to | s. d. s.             |               |  |
| York to Leeds  | ..    | ..    | 7 40  | 9 50  | 12 25 | ..   | 3 10 | ..    | 6 35 | Leeds to York     | 5 10  | 7 30  | 9 50  | ..    | 1 10 | 3 06 | 25    | ..           | Leeds.. 5/0 4/0      |               |  |
| Selby & Hull   | mail. | ..    | 7 40  | 9 50  | ..    | 1 20 | ..   | ..    | 6 35 | Selby to York     | ..    | 7 50  | 10 02 | 12 35 | ..   | 3 15 | 6 30  | ..           | Selby 3/6 3/0        |               |  |
| Manchester     | 3 06  | 0     | 7 40  | 9 50  | 12 25 | ..   | 3 10 | 6 30  | ..   | Arrival at        | ..    | ..    | ..    | ..    | ..   | ..   | ..    | Hull 8/6 7/0 |                      |               |  |
| Derby          | 3 06  | 0     | ..    | 9 50  | 12 25 | ..   | 3 10 | 6 30  | ..   | Castleford        | 5 30  | 7 55  | 10 15 | ..    | 1 40 | 3 25 | 6 50  | ..           | Wakefield 7/0 5/3    |               |  |
| Birmingham     | 3 06  | 0     | ..    | 9 50  | 12 25 | ..   | ..   | 6 30  | ..   | Burton Salmon     | 5 40  | 8 10  | 10 30 | ..    | 1 55 | 3 40 | 7 5   | ..           | Manchester 17/0 13/0 |               |  |
| London         | 3 06  | 0     | ..    | 9 50  | 12 25 | ..   | ..   | 6 30  | ..   | Sherburn          | 5 50  | 8 25  | 10 45 | 1     | 02   | 10 4 | 07 20 | ..           | Sheffield 13/6 10/0  |               |  |
| Arrival at     | ..    | ..    | ..    | ..    | ..    | ..   | ..   | ..    | ..   | Bolton Percy      | 6 10  | 8 40  | 11 01 | 1     | 52   | 25   | 4 15  | 7 35         | Derby 23/6 17/0      |               |  |
| Bolton Percy   | ..    | 6 15  | 8 0   | 10 15 | ..    | 1 40 | 3 30 | 6 40  | 5 50 | York              | 6 25  | 9 10  | 11 20 | 1     | 30   | 2 45 | 4 30  | 8 0          | Nottingham 25/6 19/0 |               |  |
| Sherburn       | ..    | 6 35  | 8 15  | 10 30 | ..    | 1 55 | 3 40 | ..    | 7 10 | Departure from    | ..    | ..    | ..    | ..    | ..   | ..   | ..    | ..           | Leicester 30/6 22/0  |               |  |
| Burton Salmn   | ..    | 6 50  | 8 30  | 10 40 | 12 55 | ..   | 4 0  | ..    | 7 20 | Normanton to York | 5 25  | 7 35  | 12 25 | 1 18  | 3 20 | 4 35 | 6 25  | 9 0          | Rugby 36/6 25/6      |               |  |
| CASTLEFRD      | ..    | 6 45  | 8 40  | 10 50 | 1 5   | ..   | 4 10 | 7 20  | 7 30 | Castleford, ar.   | 5 35  | 8 02  | 12 35 | 1 40  | 3 50 | 4 45 | 6 40  | ..           | Birmng. 33/6 23/6    |               |  |
| SELBY          | ..    | ..    | 8 40  | ..    | 12 30 | ..   | ..   | 7 40  | ..   | Burton Salmon     | 5 45  | 8 10  | 12 45 | 1 55  | ..   | ..   | 5 50  | ..           | London 56/6 38/6     |               |  |
| NORMANTN       | 4 17  | 15 9  | 15 11 | 0 130 | ..    | 4 20 | 7 34 | ..    | ..   | Bolton Percy      | 6 10  | 8 25  | 1 52  | 25    | ..   | ..   | 7 17  | ..           |                      |               |  |
| LEEDS          | ..    | ..    | 9 15  | 11 25 | 2 0   | ..   | 4 45 | ..    | 8 5  | York              | 6 25  | 9 10  | 1 30  | 2 45  | 4 20 | 5 35 | 7 30  | 10 0         |                      |               |  |
| Hull Arrival   | ..    | ..    | 10 15 | 12 55 | ..    | 4 5  | ..   | 9 15  | ..   | Darlington        | 9 0   | 11 30 | 3 45  | ..    | 6 50 | 7 25 | 9 40  | ..           |                      |               |  |
| Derby          | 6 40  | 10 20 | ..    | 1 50  | 4 0   | ..   | 7 50 | 10 18 | ..   | Newcastle         | 10 50 | 1 30  | 5 40  | ..    | 8 50 | 9 15 | 11 30 | ..           |                      |               |  |
| Manchester     | 8 30  | 11 0  | 12 0  | 1 30  | 4 30  | ..   | 8 0  | 10 0  | ..   | Carlisle          | 2 10  | 5 30  | 9 30  | ..    | ..   | ..   | ..    | ..           |                      |               |  |
| Birmingh.      | 10 20 | 12 30 | ..    | 4 0   | 6 30  | ..   | ..   | 12 35 | ..   | From Leeds to     | ..    | ..    | ..    | ..    | ..   | ..   | ..    | ..           |                      |               |  |
| London         | 1 05  | 15    | ..    | 8 0   | 10 30 | ..   | ..   | 5 32  | ..   | Selby & Hull      | 5 10  | 7 30  | 9 50  | 1 15  | 6 25 | ..   | ..    | ..           |                      |               |  |

† A train leaves Normanton for York and Selby at 9 27 a.m. in connexion with this train.

\* Trains marked

SUNDAYS.—From York, 3 a.m. to Derby & London; 6 45 a.m. to Derby, Sheffield, Birmingham, Leicester, & London; 8 a.m. to Leeds, Selby, and Manchester; 6 25 p.m. to Sheffield, Derby, Birmingham, Leicester, London, and Manchester; and 6 35 p.m. to Leeds, Selby, & Hull.

SUNDAYS.—From Leeds, 5 10 a.m. mail, to Selby & Hull; 8 a.m. to York & Selby; & 6 10 p.m. to York, Selby, Hull, Darlington, and Newcastle. From Selby 8 10 a.m. to Leeds, & York, Manchester; 6 30 p.m. to Leeds, York, Darlington, Newcastle, & London (mail.)

\* Trains marked thus \* are third class closed, at 1d. per mile.

| Miles | UP<br>TRAINS.  | Newcastle to London. |       |       |       |      |       | Miles | DOWN<br>TRAINS. | London to Newcastle. |       |       |       |       |      |       | Fares from<br>Darlington     |
|-------|----------------|----------------------|-------|-------|-------|------|-------|-------|-----------------|----------------------|-------|-------|-------|-------|------|-------|------------------------------|
|       |                | 1                    | 2     | 3     | 4     | 5    | 6     |       |                 | 1                    | 2     | 3     | 4     | 5     | 6    | 7     |                              |
|       | Departure from | a.m.                 | a.m.  | a.m.  | a.m.  | p.m. | p.m.  |       | Depart from     | a.m.                 | p.m.  | a.m.  | a.m.  | a.m.  | a.m. | a.m.  |                              |
| 1     | Carlisle       | ..                   | 5 0   | ..    | 10 15 | ..   | 5 0   | 1     | London          | ..                   | 9 0   | ..    | 6 15  | 9 0   | 9 30 | ..    | 1 Class, 2 Class, 3 Class    |
| 1     | Newcastle      | 5 45                 | 8 45  | 10 30 | 2 0   | 4 0  | 10 50 | 1     | Birmingham      | 12 20                | ..    | 7 0   | 10 30 | ..    | 1 30 | ..    | to 1 Class, 2 Class, 3 Class |
| 1     | Darlington     | 7 30                 | 10 25 | 12 20 | 3 55  | 6 0  | 12 48 | 1     | Leicester       | 12 45                | ..    | 7 50  | 10 40 | 12 45 | 1 45 | ..    | to 1 Class, 2 Class, 3 Class |
| 4     | Croft          | 7 35                 | ..    | 12 30 | ..    | 6 9  | ..    | 1     | Nottingham      | ..                   | ..    | 7 0   | 11 0  | ..    | 2 50 | ..    | to 1 Class, 2 Class, 3 Class |
| 8     | Cowton         | 7 48                 | 10 40 | 12 43 | 4 15  | 6 22 | ..    | 1     | Derby           | 2 53                 | ..    | 9 20  | 12 30 | 2 15  | 3 45 | ..    | to 1 Class, 2 Class, 3 Class |
| 15    | Northallert    | 8 5                  | 10 57 | 1 2   | 4 34  | 6 41 | ..    | 1     | Sheffield       | 3 45                 | ..    | 10 50 | 1 45  | 3 10  | 5 0  | ..    | to 1 Class, 2 Class, 3 Class |
| 19    | Otterington    | 8 13                 | ..    | 1 10  | ..    | 6 50 | ..    | 1     | Liverpool       | ..                   | ..    | 6 45  | 8 45  | 12 0  | 2 0  | ..    | to 1 Class, 2 Class, 3 Class |
| 23    | Thirsk         | 8 25                 | 11 10 | 1 23  | 4 55  | 7 3  | ..    | 1     | Manchester      | ..                   | ..    | 9 0   | 10 50 | 1 30  | 3 30 | ..    | to 1 Class, 2 Class, 3 Class |
| 27    | Sessay         | 8 38                 | ..    | 1 36  | ..    | 7 16 | ..    | 1     | Hull            | ..                   | ..    | 6 20  | 11 0  | 1 40  | ..   | 4 55  | to 1 Class, 2 Class, 3 Class |
| 32    | Raskelf        | 8 51                 | ..    | 1 49  | ..    | 7 30 | ..    | 1     | Leeds           | 5 10                 | 7 30  | 9 50  | 1 10  | 3 0   | 6 25 | ..    | to 1 Class, 2 Class, 3 Class |
| 34    | Alne           | 8 55                 | ..    | 1 54  | 5 23  | 7 35 | ..    | 1     | Normanton       | 5 25                 | 7 35  | 12 25 | 3 20  | 4 35  | 6 25 | ..    | to 1 Class, 2 Class, 3 Class |
| 35    | Tollerton      | 9 0                  | ..    | 1 58  | ..    | 7 39 | ..    | 1     | York            | 5 0                  | 7 0   | 9 30  | 1 45  | 4 50  | 5 50 | 7 40  | to 1 Class, 2 Class, 3 Class |
| 39    | Shipton        | 9 11                 | ..    | 2 10  | ..    | 7 53 | a.m.  | 1     | Shipton         | 5 17                 | ..    | 9 47  | ..    | 5 7   | ..   | ..    | to 1 Class, 2 Class, 3 Class |
| 45    | York arrival   | 9 30                 | 12 5  | 2 30  | 5 55  | 8 15 | 2 48  | 6     | Tollerton       | 5 31                 | ..    | 9 57  | ..    | 5 17  | ..   | ..    | to 1 Class, 2 Class, 3 Class |
| 69    | Normanton      | 11 0                 | 1 40  | 4 20  | 7 30  | ..   | 4 1   | 10    | Alne            | 5 36                 | 7 30  | 10 0  | 2 12  | 5 20  | ..   | 8 10  | to 1 Class, 2 Class, 3 Class |
| 75    | Leeds          | 11 25                | 2 0   | 4 45  | 8 5   | ..   | ..    | 11    | Raskelf         | 5 44                 | ..    | 10 5  | ..    | 5 25  | ..   | ..    | to 1 Class, 2 Class, 3 Class |
| 92    | Hull           | 12 55                | 4 5   | ..    | 9 15  | ..   | ..    | 13    | Sessay          | 5 57                 | ..    | 10 17 | 2 28  | 5 37  | ..   | ..    | to 1 Class, 2 Class, 3 Class |
| 120   | Manchester     | 1 30                 | 4 30  | 8 0   | 10 0  | ..   | ..    | 18    | Thirsk          | 6 10                 | 8 0   | 10 30 | 2 40  | 5 50  | 6 30 | 8 40  | to 1 Class, 2 Class, 3 Class |
| 151   | Liverpool      | 3 15                 | 6 30  | 10 15 | ..    | ..   | ..    | 32    | Otterington     | 6 24                 | ..    | 10 40 | ..    | 6 0   | ..   | ..    | to 1 Class, 2 Class, 3 Class |
| 97    | Sheffield      | 12 25                | 2 55  | 6 10  | 9 0   | ..   | ..    | 26    | Northallerton   | 6 36                 | 8 20  | 10 50 | 3 0   | 6 10  | 6 48 | 9 0   | to 1 Class, 2 Class, 3 Class |
| 131   | Derby          | 1 50                 | 4 0   | 7 50  | 10 18 | ..   | 6 40  | 30    | Cowton          | 7 0                  | 8 40  | 11 9  | 3 20  | 6 29  | 7 4  | 9 20  | to 1 Class, 2 Class, 3 Class |
| 147   | Nottingham     | ..                   | 6 40  | 9 15  | ..    | ..   | ..    | 37    | Croft           | 7 13                 | ..    | 11 20 | 3 30  | 6 40  | ..   | ..    | to 1 Class, 2 Class, 3 Class |
| 161   | Leicester      | 3 30                 | 5 20  | 9 45  | 12 15 | ..   | 8 30  | 41    | Darlington      | 7 30                 | 9 0   | 11 30 | 3 45  | 6 50  | 7 25 | 9 40  | to 1 Class, 2 Class, 3 Class |
| 171   | Birmingham     | 4 0                  | 6 30  | 10 15 | 12 35 | ..   | 10 20 | 45    | Newcastle ar    | ..                   | 10 50 | 1 30  | 5 40  | 8 50  | 9 15 | 11 30 | to 1 Class, 2 Class, 3 Class |
| 283   | London         | 8 0                  | 9 15  | ..    | 4 45  | ..   | 1 0   |       | Carlisle        | ..                   | 2 19  | 5 30  | 9 30  | ..    | ..   | ..    | to 1 Class, 2 Class, 3 Class |

### Third Class Passengers by Nos. 5 up, and 3 down trains, at the rate of one penny per mile.

ON SUNDAYS—From Newcastle to York, at 2 mail, and 10 48 p.m. From York to Newcastle at 7 and 7 40 p.m.

First & 2nd class carriages are attached to all the trains, & 3rd class to Nos. 1, 1, & 5 up, and 1, 3, 4, & 5 down trains. Time is allowed at York for refreshment.

The No. 3 up train meets a Coach at Easington for Lincoln, Newark, Worksop, Boston, and Sleaford. Nos. 1, 2, 4 and 6 up trains are in connexion with trains from Birmingham to Cheltenham, Gloucester, Bristol, and the West of England.

DARLINGTON. Trains to and from Bishop Auckland, Hartlepool and Stockton-on-Tees, meet the arrival and departure of the trains at Darlington.

The Nonpareil coach leaves Darlington for Barnard Castle every morning on the arrival of the down Mail train; & returns in time for No. 5 up train.

A Mail coach leaves Darlington every morning on the arrival of No. 2 down Mail train, by Barnard Castle, Brough, Appleby, and Temple Sowerby to Penrith, arriving at 6 p.m. It returns from Penrith at 7 a.m., and arrives in Darlington to meet No. 4 up Mail train.

COWTON. A Mail coach leaves Cowton for Richmond on the arrivals of Nos. 2 down and 4 up mail trains; and leaves Richmond at 2 30 and 7 40 to meet Nos. 4 up and 7 down mail trains.

NORTHALLERTON. A Mail coach leaves Northallerton daily, on the arrival of No. 2 down mail train, for Bedale, Leyburn, Hawes, and Sadburgh, arriving at Kendal at 7 30 p.m.; and leaves Kendal at 6 a.m., to meet No. 4 up mail train.

THIRSK. A coach leaves Ripon at 7 a.m. to meet Nos. 2 down and 1 up trains; returning on the arrival of Nos. 4 up and 5 down trains.

A Mail coach leaves Thirsk on the arrival of No. 2 down Mail Train, for Tontine, Stokesley, and Guisborough. It leaves Guisborough at 11 1/2 a.m., arriving at Thirsk at 4 p.m.



26 Secretary, John Close.

## NEWCASTLE AND DARLINGTON.

Mang. J. Allport. Eng., T. E. Harrison

| Up Trains.                |      |       |       |      |      |      |       | Down Trains.         |      |       |       |      |       |       |       |
|---------------------------|------|-------|-------|------|------|------|-------|----------------------|------|-------|-------|------|-------|-------|-------|
|                           | 1    | 2     | 3     | 4    | 5    | 6    | 7     |                      | 1    | 2     | 3     | 4    | 5     | 6     | 7     |
|                           | a.m. | a.m.  | a.m.  | a.m. | p.m. | p.m. | p.m.  |                      | a.m. | p.m.  | a.m.  | p.m. | a.m.  | p.m.  | p.m.  |
| Carlisle .....            | 5 0  | 5 0   | 10 15 | 2 0  | 4 0  | 6 0  | 10 50 | London .....         | 5 15 | 7 0   | 9 30  | 1 45 | 4 50  | 5 50  | 7 40  |
| Newcastle .....           | 5 45 | 8 45  | 10 30 | 2 0  | 4 0  | 6 0  | 10 50 | York .....           | 7 15 | 9 0   | 11 30 | 3 45 | 6 50  | 7 25  | 9 40  |
| Sunderland .....          | 5 45 | 8 45  | 10 15 | 2 0  | 4 0  | 6 0  | 10 50 | Darlington .....     | 7 25 | 9 0   | 11 40 | 3 55 | 7 0   | 8 0   | 10 0  |
| Shields .....             | 5 45 | 8 45  | 10 15 | 2 0  | 4 0  | 6 0  | 10 50 | Aycliffe .....       | 7 38 | 9 27  | 11 55 | 4 10 | 7 19  | 8 0   | 10 0  |
| Brockley Whins, arrvl. at | 6 5  | 9 3   | 10 48 | 2 18 | 4 18 | 6 18 | 10 50 | Bradbury .....       | 7 48 | 9 36  | 12 5  | 4 19 | 7 20  | 8 0   | 10 0  |
| Boldon .....              | 6 5  | 9 3   | 10 51 | 2 21 | 4 21 | 6 21 | 10 50 | Ferry Hill .....     | 8 2  | 10 18 | 12 18 | 4 36 | 7 36  | 8 0   | 10 0  |
| Washington .....          | 6 19 | 9 25  | 11 7  | 2 37 | 4 37 | 6 37 | 10 50 | Shimcliffe .....     | 8 9  | 10 24 | 12 24 | 4 36 | 7 36  | 8 0   | 10 0  |
| Pensher .....             | 6 22 | 9 25  | 11 7  | 2 37 | 4 37 | 6 37 | 10 50 | Sherburn .....       | 8 15 | 10 0  | 12 30 | 4 40 | 7 40  | 8 20  | 10 40 |
| Fence Houses .....        | 6 30 | 9 30  | 11 20 | 2 50 | 4 50 | 6 50 | 11 35 | Belmont .....        | 8 12 | 9 50  | 12 25 | 4 35 | 7 35  | 8 15  | 10 25 |
| Leamside .....            | 6 30 | 9 30  | 11 20 | 2 50 | 4 50 | 6 50 | 11 35 | Durham departure..   | 8 20 | 10 12 | 12 40 | 4 50 | 7 45  | 8 30  | 10 50 |
| Belmont .....             | 6 30 | 9 30  | 11 20 | 2 50 | 4 50 | 6 50 | 11 35 | " Arrival ..         | 8 20 | 10 12 | 12 40 | 4 50 | 7 45  | 8 30  | 10 50 |
| Durham departure ..       | 6 20 | 9 20  | 11 10 | 2 40 | 4 35 | 6 45 | 11 25 | Leamside .....       | 8 20 | 10 12 | 12 34 | 4 41 | 7 44  | 8 30  | 10 50 |
| " Arrival ..              | 6 45 | 9 45  | 11 30 | 3 0  | 5 0  | 7 35 | 11 45 | Fence Houses .....   | 8 28 | 10 10 | 12 40 | 4 50 | 7 48  | 8 30  | 10 50 |
| Sherburn .....            | 6 41 | 9 41  | 11 26 | 2 45 | 4 50 | 6 55 | 11 45 | Pensher .....        | 8 33 | 10 12 | 12 44 | 4 54 | 7 52  | 8 30  | 10 50 |
| Shimcliffe .....          | 6 57 | 9 50  | 11 32 | 2 51 | 4 56 | 6 57 | 11 45 | Washington .....     | 8 39 | 10 12 | 12 50 | 5 0  | 7 58  | 8 30  | 10 50 |
| Ferry Hill .....          | 7 5  | 10 5  | 11 44 | 3 14 | 5 18 | 7 12 | 11 45 | Boldon .....         | 8 50 | 10 12 | 12 50 | 5 0  | 7 58  | 8 30  | 10 50 |
| Bradbury .....            | 7 5  | 10 5  | 11 52 | 3 23 | 5 21 | 7 20 | 11 45 | Brockley Whins ..... | 8 55 | 10 30 | 1 5   | 5 14 | 8 15  | 9 5   | 11 10 |
| Aycliffe .....            | 7 17 | 10 17 | 12 7  | 3 33 | 5 38 | 7 32 | 11 45 | Newcastle, arrive at | 9 15 | 10 50 | 1 30  | 5 40 | 8 50  | 9 15  | 11 30 |
| Darlington ..             | 7 30 | 10 25 | 12 20 | 3 55 | 6 0  | 8 0  | 12 45 | Sunderland .....     | 9 15 | 10 50 | 1 30  | 5 45 | 8 50  | 9 30  | 11 30 |
| York .....                | 8 30 | 12 20 | 2 50  | 5 55 | 8 15 | 10 0 | 12 45 | Shields .....        | 9 15 | 10 50 | 1 30  | 5 45 | 8 50  | 9 30  | 11 30 |
| London .....              | 8 0  | 10 30 | 2 50  | 5 55 | 8 15 | 10 0 | 12 45 | Carlisle .....       | 2 10 | 2 10  | 5 30  | 9 30 | 11 30 | 11 30 | 11 30 |

On Sundays, from Newcastle to Durham and Darlington at 2 and 10 50 p.m.; to Durham only at 8 30 a.m. and 7 p.m. From Sunderland and Shields to Durham & Darlington, at 2 p.m.; at 8 30 a.m., and 7 p.m.; to Durham only. From Darlington to Durham and Newcastle, at 9 a.m. and 9 40 p.m. A train also leaves Belmont at 8 3 a.m. and 6 33 p.m.; and Durham at 8 a.m. and 6 30 p.m. for Newcastle, Sunderland and Shields.

Sec., William Davison

## STOCKTON &amp; HARTLEPOOL, &amp; CLARENCE.

Engr., Stephen Robinson.

From STOCKTON to Seaton and Hartlepool, 8 30, and 10 55 a.m. mail; 12 45, 4, and 6 p.m.  
 to Ferry-hill, Durham, Sunderland, Shields, and Newcastle, 8 45 and 10 45 a.m.; 3 25 and 6 p.m.  
 From HARTLEPOOL, SEATON, and STOCKTON, to Ferry-hill, Durham, Sunderland, Shields, and Newcastle, 8 20 and 10 10 a.m.; (1 30 p.m. mail, to Seaford), 4 5, and 5 30 p.m. mail.  
 to Darlington, via Ferry-hill, 8 20 and 10 10 a.m.; 3 5 and 5 30 p.m.  
 On SUNDAYS—From Stockton to Hartlepool, 9 a.m., and 1 45 p.m. mail. From Hartlepool to Stockton, 9 55 a.m. mail, and 5 30 p.m.  
 Newcastle, to Stockton, Seaton, and Hartlepool, 8 45 and 10 30 a.m.; 2 and 4 p.m., (6 15 p.m. to Stockton only.)  
 Sunderland and Shields, to Stockton, Seaton, and Hartlepool, 8 45 and 10 15 a.m.; 1 50 and 3 50 p.m., (6 p.m. to Stockton only.)  
 Durham to Stockton, Seaton, and Hartlepool, 9 20 and 1 10 a.m.; 2 40, and 4 35 p.m., (6 55 p.m. to Stockton only.)  
 Darlington to Seaton and Hartlepool, via Ferry-hill, 9 and 11 30 a.m.; and 3 45 p.m.  
 Trains leave Coxhoe for Stockton and Hartlepool, at 9 50 a.m., and 5 p.m.; also a market train to Stockton every fortnight Wednesday at 7 a.m.

## DURHAM &amp; SUNDERLAND.

Sunderland to Durham—8 30 & 11 30 a.m., 2 30 & 5 30 p.m. Durham to Sunderland, 7 45, and 11 15 a.m.; 2 15 and 4 15 p.m. Sunderland to Hartlepool, 8 30 & 11 30 a.m., 1 50 & 4 50 p.m. Hartlepool to Sunderland, 8 45 & 11 45 a.m., 2 & 5 p.m.; to Durham, 8 45 a.m., 2 & 5 p.m. Durham to Hartlepool, 7 45 a.m., and 4 15 p.m.

Fares.—Sunderland to Hartlepool..... 1st Class.... 1s. 9d. 2nd Class.... 2s. 3d. 3rd Class.... 1s. 6d.

Durham..... 1st Class.... 1s. 6d. 2nd Class.... 1s. 3d. 3rd Class.... 1s. 6d.

| Miles | Up Trains.          | 1     | 2     | 3     | 4     | 5     | Sundays<br>6 7 |
|-------|---------------------|-------|-------|-------|-------|-------|----------------|
|       | Departure.          | a.m.  | a.m.  | a.m.  | p.m.  | p.m.  | a.m. p.m.      |
|       | <b>Hull</b> .....   | 6 15  | 8 20  | 11 0  | 4 40  | 4 55  | 6 45 4 55      |
| 4½    | Hessle .....        | 6 28  | 8 33  | 11 13 | 1 53  | 5 8   | 6 58 5 8       |
| 7½    | Ferryby .....       | 6 36  | 8 41  | 11 21 | 2 1   | 5 16  | 7 6 5 16       |
| 10½   | Brough .....        | 6 46  | 8 50  | 11 32 | 2 10  | 5 25  | 7 15 5 25      |
| 16½   | Staddethorpe ..     | 7 0   | 9 4   | 11 46 | 2 24  | 5 39  | 7 29 5 39      |
| 19    | Eastrington ..      | 7 8   | 9 12  | ..    | 2 32  | ..    | 7 37 5 47      |
| 22½   | Howden .....        | 7 19  | 9 28  | 12 6  | 2 43  | 5 58  | 7 48 5 58      |
| 27    | Cliff .....         | 7 31  | 9 35  | ..    | 3 0   | ..    | 8 0 6 10       |
| 31    | <b>Selby</b> .....  | 7 45  | 10 0  | 12 30 | 3 10  | 6 25  | 8 10 6 25      |
| 55    | Leeds (arrival)     | 9 15  | 11 30 | 1 45  | 4 30  | 7 30  | 9 30 7 30      |
|       | York do.            | 9 10  | 11 20 | 1 30  | 4 36  | 8 0   | 9 15 7 40      |
|       | <b>Newcastle</b>    | 1 30  | ..    | 5 40  | 8 50  | 11 30 | .. 11 30       |
| 48    | Normanton ..        | 9 15  | 11 10 | 1 35  | 4 24  | 7 27  | 10 35 7 27     |
| 51    | Wakefield .....     | 9 36  | 11 22 | 1 45  | 5 10  | 8 5   | 11 22 8 14     |
| 98    | Manchester ..       | 12 0  | 1 30  | 4 30  | 8 0   | 10 0  | 1 30 11 0      |
| 130   | Liverpool ....      | 1 50  | 3 15  | 6 15  | 10 15 | ..    | 6 45 p.m.      |
| 66    | Swinton .....       | 11 30 | 11 45 | 2 10  | 5 25  | 8 19  | 4 25 8 19      |
| 76    | Sheffield (arr.)    | 12 5  | 12 25 | 2 55  | 6 10  | 9 0   | 5 10 9 0       |
| 100½  | Ambergate ...       | 1 6   | 1 17  | 3 25  | 7 14  | ..    | 6 14 ..        |
| 111   | <b>Derby</b> .....  | 1 49  | 1 50  | 4 0   | 7 50  | 10 18 | 6 50 10 18     |
| 126   | Nottingham ..       | 2 15  | ..    | 6 35  | 9 25  | ..    | 7 55 ..        |
| 141   | Leicester (arr.)    | 3 30  | 3 30  | 5 20  | 9 45  | 12 15 | 8 30 12 15     |
| 152   | <b>Birmingham</b>   | 4 0   | 4 0   | 6 30  | 10 15 | 12 35 | 8 40 12 35     |
| 243   | <b>London</b> ..... | 8 0   | 8 0   | 10 30 | ..    | 4 45  | .. 4 45        |

| Miles | Down Trs.           | 1     | 2     | 3     | 4     | 5     | 6    | Sundays<br>7 8 |
|-------|---------------------|-------|-------|-------|-------|-------|------|----------------|
|       | Departure.          | p.m.  | a.m.  | a.m.  | a.m.  | a.m.  | a.m. | p.m. a.m.      |
|       | <b>London</b> ..... | 9 0   | ..    | ..    | 6 15  | 9 30  | 9 0  | 8 0            |
|       | <b>Birmingham</b>   | 12 20 | ..    | ..    | 7 0   | 10 30 | 1 30 | 12 20          |
|       | <b>Derby</b> .....  | 2 53  | ..    | 6 0   | 9 20  | 12 30 | 3 45 | 2 53 3 45      |
|       | Ambergate arr ..    | ..    | ..    | 6 28  | 9 45  | 12 53 | 4 8  | .. 4 8         |
|       | Sheffield dep.      | 3 45  | ..    | 7 30  | 10 50 | 1 45  | 5 0  | 3 45 4 55      |
|       | Swinton .....       | ..    | ..    | 8 11  | 11 25 | 2 23  | 5 34 | .. 5 34        |
|       | Oakenshaw ..        | 5 1   | ..    | 8 49  | 12 0  | 3 5   | 6 10 | 5 1 6 10       |
|       | Liverpool ....      | ..    | ..    | ..    | 8 45  | ..    | 2 0  | .. 8 0         |
|       | Manchester ..       | ..    | ..    | 6 45  | 10 50 | ..    | 3 30 | .. 10 50       |
|       | Elland .....        | ..    | 6 9   | 8 20  | 12 13 | ..    | 5 21 | .. 12 13       |
|       | Wakefield ....      | ..    | 7 6   | 9 17  | 12 53 | ..    | 6 5  | .. 12 53       |
|       | Normanton ..        | 5 14  | 7 30  | 9 0   | 1 18  | 3 20  | 6 20 | 5 14 6 25      |
|       | <b>Newcastle</b>    | ..    | ..    | 5 45  | 8 45  | 10 30 | 2 0  | .. 2 0         |
|       | York .....          | ..    | 7 40  | 9 50  | 1 20  | 3 10  | 6 35 | .. 6 35        |
|       | Leeds .....         | 5 10  | 7 30  | 9 50  | 1 15  | 3 0   | 6 25 | 5 10 6 10      |
|       | <b>Selby</b> .....  | 6 25  | 8 40  | 11 0  | 2 25  | 4 20  | 7 40 | 6 25 7 40      |
| 3     | Cliff .....         | ..    | 8 49  | 11 12 | ..    | 4 29  | 7 49 | 6 34 7 49      |
| 8½    | Howden .....        | 6 48  | 9 11  | 12 32 | 2 55  | 4 42  | 8 2  | 6 48 8 2       |
| 11½   | Eastrington ..      | ..    | 9 11  | 11 43 | ..    | 4 51  | 8 11 | 6 59 8 11      |
| 14    | Staddethorpe ..     | 7 6   | 9 19  | 11 53 | 3 13  | 5 0   | 8 19 | 7 6 8 19       |
| 20½   | Brough .....        | 7 21  | 9 35  | 12 13 | 3 29  | 5 16  | 8 35 | 7 21 8 35      |
| 23½   | Ferryby .....       | 7 31  | 9 43  | 12 13 | 3 37  | 5 26  | 8 44 | 7 31 8 44      |
| 26½   | Hessle .....        | 7 39  | 9 51  | 12 35 | 3 45  | 5 34  | 8 55 | 7 39 8 55      |
| 31    | <b>Hull</b> .....   | 8 5   | 10 15 | 12 55 | 4 5   | 6 0   | 9 15 | 8 5 9 15       |

## Fares. 1 Cls. 2 Cls. 3d Cls.

|                 | s  | d  | s  | d  | s | d |
|-----------------|----|----|----|----|---|---|
| Hull to Selby.. | 5  | 0  | 4  | 0  | 2 | 6 |
| " York .....    | 8  | 6  | 7  | 0  | 4 | 6 |
| " Darlington 21 | 6  | 16 | 0  | 10 | 6 |   |
| " Newcastle 32  | 0  | 24 | 0  | —  | — |   |
| " Carlisle.. 48 | 0  | 36 | 0  | —  | — |   |
| " Leeds .....   | 9  | 6  | 7  | 6  | 5 | 0 |
| " Sheffield 16  | 12 | 6  | —  | —  | — |   |
| " Normanton 9   | 7  | 0  | 4  | 6  | — |   |
| " Derby .....   | 26 | 6  | 19 | 6  | — |   |
| " Manchester 20 | 0  | 15 | 6  | 10 | 6 |   |
| " Birmingham 36 | 26 | 0  | —  | —  | — |   |
| " London.. 59   | 6  | 41 | 0  | —  | — |   |
| " Liverpool 26  | 0  | 19 | 6  | —  | — |   |

## UP TRAINS.—Nos. 4 and 6 are Mail trains. DOWN TRAINS.—Nos. 1 &amp; 6 are Mail trains.

Passengers for the market will be brought to Hull by a special train leaving Selby every Tuesday at 7 25 a.m., calling at all the stations, and also at Wressell Bridge, Bromfleet, and Crabley Creek, returning from Hull at 3 30 p.m. to Selby, and the stations.

A carriage sent through from Hull to London by the 11 a.m. train & from London to Hull by the 9 30 a.m. train.

On the arrival of the Mail train from London, the Mail Coach will depart from Hull for Scarbro' and Whitby, through Beverley, Driffield, Bridlington, Hummanby and Filey, returning in time for the Mail train at 4 55 p.m.

An omnibus leaves Goole at 8 a.m. to meet the Nos. 2 up and 2 down trains, and returns to Goole on the arrival of Nos. 3 up & 3 down trains at 1 30 p.m. to meet the Nos. 4 up and 4 down trains, returning to Goole immediately in both cases. At 4 45 p.m. meet the Nos. 5 up and 6 down trains, returning to Goole on the arrival of the No. 6 down train. N.B. The Fare includes the Ferry.

The Boston mail from New Holland every morning at 8 o'clock, through Caistor, Market Rasen, and Horncastle, to Lynn, Norwich, and Yarmouth, returning in time for the 4 55 p.m. train. The mail to Lincoln, Falkingham, Peterboro', &c., at 11 a.m.

Coaches from Hull to Beverley at 8 45 a.m., 12 45, & 4, p.m.; also to Cottingham daily. The Wellington at 3 p.m. to Driffield and Bridlington.



| Ml. | Manchester<br>to Leeds. | 1               | 2               | 3               | 4               | 5               | 6               | 7               | 8               | 9               | 10              | Sundays. |       |      |       |
|-----|-------------------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|----------|-------|------|-------|
|     |                         | 1,2,3<br>class. | 1,2,3<br>class. | 1,2,3<br>class. | 1 & 2<br>class. | 1 & 2<br>class. | 1,2,3<br>class. | 1 & 2<br>class. | 1,2,3<br>class. | 1 & 2<br>class. | 1,2,3<br>class. | 1        | 2     | 3    | 5     |
|     | Depart from             | a.m.            | a.m.            | a.m.            | a.m.            | a.m.            | p.m.            | p.m.            | p.m.            | p.m.            | p.m.            | a.m.     | a.m.  | p.m. | p.m.  |
|     | Hunt's Bnk              | 6 45            | ..              | 9 0             | 10 50           | 1 30            | 3 30            | 4 45            | 6 0             | 7 45            | 8 0             | 10 50    | 1 30  | 7 30 |       |
| 1   | Miles Platting J.       | 6 48            | ..              | 9 3             | ..              | 1 33            | ..              | ..              | ..              | 7 47            | 8 3             | 10 53    | 1 33  | 7 32 |       |
| 5   | Middleton               | 7 2             | ..              | 9 20            | ..              | 1 50            | 3 46            | 5 0             | 6 15            | 8 4             | 8 20            | 11 5     | 1 50  | 7 49 |       |
| 9   | Blue Pits ....          | 7 14            | ..              | 9 36            | 11 15           | 2 4             | 8 5             | 15 6            | 30              | 8 16            | 8 38            | 11 15    | 2 4   | 8 1  |       |
| 11  | Rochdale .....          | 7 20            | ..              | 9 45            | 11 22           | 2 12            | 4 18            | 5 22            | 6 38            | 8 23            | 8 48            | 11 22    | 2 12  | 8 8  |       |
| 14  | Littleborough..         | 7 28            | ..              | 9 55            | ..              | 2 22            | 4 26            | ..              | 6 43            | 8 33            | 8 56            | ..       | 2 22  | 8 18 |       |
| 20  | Todmorden               | 7 47            | ..              | 10 15           | 11 42           | 2 40            | 4 42            | 5 42            | 7 0             | 8 53            | 9 13            | 11 42    | 2 40  | 8 38 |       |
| 21  | Eastwood ....           | 7 50            | ..              | 10 20           | ..              | 2 44            | ..              | ..              | ..              | ..              | 9 17            | ..       | 2 44  | 8 42 |       |
| 24  | Hebden Bridge           | 8 0             | 9 30            | 10 30           | ..              | 2 56            | 4 58            | 5 55            | 7 15            | 9 6             | 9 33            | ..       | 2 56  | 8 51 |       |
| 26  | Luddenden foot          | 8 7             | 9 36            | 10 40           | ..              | 3 5             | 5 4             | ..              | ..              | 9 12            | 9 39            | ..       | 3 5   | 8 57 |       |
| 28  | Sowerby Bridge          | 6 8             | 12 9            | 44              | 10 50           | 12 8            | 3 11            | 5 12            | 6 8             | 7 29            | 9 16            | 9 47     | 12 8  | ..   | 8 53  |
| 31  | Halifax dep.            | 6 8             | 15 9            | 44              | 10 48           | 12 8            | 3 11            | 5 12            | 6 8             | 7 26            | 9 15            | 9 47     | 12 0  | ..   | 8 53  |
| 34  | Elland .....            | 6 9             | 8 20            | 9 54            | 10 57           | 12 13           | 3 21            | 5 21            | 6 13            | 7 35            | 9 24            | 9 57     | 12 13 | 8 21 | 9 9   |
| 36  | Brighouse               | 6 19            | 8 35            | 10 6            | 11 5            | 12 21           | 3 34            | 5 29            | 6 21            | 7 43            | 9 36            | 10 5     | 12 21 | ..   | 9 21  |
| 36  | Cooper Bdg.             | 6 30            | 8 44            | 10 14           | 11 15           | 12 30           | 3 42            | 5 37            | 6 30            | 7 52            | 9 44            | 10 13    | 12 30 | ..   | 9 29  |
| 41  | Mirfield .....          | 6 36            | ..              | 10 21           | ..              | ..              | 5 42            | ..              | ..              | 9 50            | 10 19           | ..       | ..    | 9 35 |       |
| 41  | Dewsbury .....          | 6 42            | 8 56            | 10 27           | 11 25           | ..              | 3 52            | 5 47            | 6 40            | 8 2             | 9 55            | 10 25    | ..    | 9 40 |       |
| 44  | Horsfield .....         | 6 54            | 9 6             | 10 39           | 11 30           | ..              | 4 1             | ..              | ..              | 8 10            | ..              | 10 36    | ..    | 9 52 |       |
| 48  | Wakefield .....         | 7 6             | 9 17            | 10 50           | 11 50           | 12 53           | 4 10            | 6 5             | 5 53            | 8 20            | 10 19           | 10 50    | 12 53 | ..   | 10 4  |
| 51  | Normanton               | 7 15            | 9 27            | 11 0            | 12 10           | 1 18            | 4 20            | 6 20            | 7 10            | 8 30            | 10 34           | 11 8     | 1 18  | ..   | 10 23 |
| 60  | Leeds arrival           | 7 40            | 9 50            | 11 25           | 12 50           | 1 38            | 4 45            | 6 45            | 7 30            | 9 0             | 10 1            | 11 30    | 1 38  | ..   | 10 45 |

The Sunday trains take 1st, 2nd, and 3rd class carriages.

Passengers may be booked through to London, via Hull, on Mondays, Tuesdays, Thursdays, & Fridays by the train leaving Manchester at 3 30 p.m., and at the principal railway and coach offices in connexion with the line by the above train, at the following fares, which include the Omnibus or Coach fare to the Company's station—  
2nd class car. & best cabin, £1 2s 6d.; 3rd cl. car. & best cabin, 19s. 6d.; 3rd cl. car. & fore cabin, 13s. 6d.

Passengers by the 8th trn. for York, will have to wait 1½ hour at Normanton.

**Fourth Class**, at 1d. per Mile. To Leeds from Manchester at 6 45 a.m., but will take up no passengers after passing Sowerby Bridge; from Halifax & Sowerby Bridge at 6 a.m., stopping at the Stations. On Sundays from Manchester to Leeds at 8 a.m., stopping at the Stations.

A market train will leave Elland for Halifax every Saturday, at 1 30 p.m.

### An extra train from Halifax to Leeds on Sundays, at 5 p.m., calling at all the Stations.

Passengers proceeding by the 10 50 a.m. Mail train on Sundays, will have to wait two hours at Normanton, for places south of that station, and until 6 p.m. for Hull and Selby.

Lockwood's coach meets the 6 45 a.m. Manchester train at Wakefield for Doncaster; to which place passengers may be booked through at Manchester, in second class carriage and outside road coach, for 7s.

No. 1 meets trains at Normanton for Sheffield, Barnsley, Chesterfield, Derby, Birmingham, London, York, Selby, Hull, Darlington & No. 2 to Burnley, Colne, & Blackburn; meets trains at Normanton for Sheffield, Barnsley, Chesterfield, Derby, Doncaster, Birmingham, Nottingham, Leicester, London, York, Selby, Hull, Darlington, and Newcastle.

No. 3 meets trains at Normanton for Sheffield, Barnsley, Chesterfield, and Derby.

No. 4 to Burnley; meets trains at Normanton for Sheffield, Barnsley, Chesterfield, Derby, Birmingham, Nottingham, Leicester, and Newcastle.

No. 5 (Mail) meets trains at Normanton for Sheffield, Barnsley, Chesterfield, Mansfield, Derby, Birmingham, Nottingham, Leicester, London, Lincoln, York, Selby, Hull, Darlington, and Newcastle. No. 6 meets trains at Normanton for Sheffield, Barnsley, Leicester, Nottingham, Derby, York, and Newcastle.—No. 7 meets trns. at Normanton for York, Selby, Hull, Newcastle, and Darlington.

No. 8 to Burnley and Colne; meets the London Mail at Normanton for Sheffield, Barnsley, Chesterfield, Swinton, Derby, Birmingham, Leicester, London, & York.—No. 9 meets trains to York.

**SUNDAYS**.—No. 2 (Mail) to Burnley, meets trains at Normanton for Sheffield, Barnsley, Chesterfield, Derby, Birmingham, Selby, Hull, and London.

Very superior accommodation is afforded at the Normanton Hotel, for those Passengers or Families wishing to go to London, Hull, Newcastle, &c. by the earliest trains. The 9th & 10th trains from Manchester, by remaining all night at Normanton, are peculiarly adapted for this purpose.

| Miles. | Leeds to Manchester. | Sundays.          |                   |                   |                   |                   |                   |                   |                   |                   |                   |                   | 1 2 4 |      |   |
|--------|----------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------|------|---|
|        |                      | 1 & 2 1 & 2 class | 1 & 2 1 & 2 class | 1 & 2 1 & 2 class | 1 & 2 1 & 2 class | 1 & 2 1 & 2 class | 1 & 2 1 & 2 class | 1 & 2 1 & 2 class | 1 & 2 1 & 2 class | 1 & 2 1 & 2 class | 1 & 2 1 & 2 class | 1 & 2 1 & 2 class | 1     | 2    | 4 |
|        | Depart from          | a.m.              | a.m.              | a.m.              | a.m.              | a.m.              | p.m.              | p.m.              | p.m.              | p.m.              | p.m.              | a.m.              | a.m.  | p.m. |   |
|        | Leeds .....          | 5 40              | 7 30              | 9 0               | 10 40             | ..                | 1 15              | 4 30              | 6 10              | 7 30              | 7 0               | 10 40             | 7 30  |      |   |
| 9      | Normanton .....      | 6 0               | 7 54              | 9 24              | 11 12             | ..                | 1 35              | 4 55              | 6 30              | 7 55              | 7 26              | 11 6              | 7 56  |      |   |
| 13     | Wakefield .....      | 6 8               | 8 6               | 9 36              | 11 22             | ..                | 1 45              | 5 10              | 6 42              | 8 5               | 7 44              | 11 22             | 8 14  |      |   |
| 17     | Horbury .....        | 6 25              | 8 17              | 9 50              | ..                | ..                | 2 05              | 20 6              | 54                | ..                | 7 59              | ..                | 8 29  |      |   |
| 2      | Dewsbury .....       | 6 25              | 8 28              | 10 0              | ..                | ..                | 2 95              | 25 7              | 48                | 18                | 8 11              | ..                | 8 41  |      |   |
|        | Mirfield .....       | ..                | 8 35              | ..                | ..                | ..                | 2 155             | 35 7              | 10                | ..                | 8 18              | ..                | 8 48  |      |   |
| 24     | Cooper Bdge. ....    | 6 40              | 8 42              | 10 10             | 11 46             | ..                | 2 245             | 45 7              | 16                | 26                | 8 26              | 11 46             | 8 56  |      |   |
| 26     | Brighouse .....      | 6 50              | 8 52              | 10 18             | 11 57             | ..                | 2 346             | 0 7               | 26                | 32                | 8 36              | 11 57             | 9 6   |      |   |
| 29     | Elland .....         | 7 0               | 8 24              | 9 30              | 10 28             | 12 9              | ..                | 2 456             | 15 7              | 34                | 8 47              | 12 9              | 9 17  |      |   |
|        | Halifax .....        | 6 51              | 8 15              | 9 34              | 10 19             | 12 0              | ..                | 2 366             | 5 7               | 25                | 8 38              | 12 0              | 9 8   |      |   |
| 32     | Sowerby Bridge ..    | 7 9               | 8 30              | 9 15              | 10 38             | 12 16             | ..                | 2 516             | 25 7              | 42                | 8 57              | 12 16             | 9 27  |      |   |
| 34     | Luddenden Foot ..    | ..                | 8 35              | 9 23              | ..                | ..                | ..                | 3 0               | 6 32              | 7 50              | 9 4               | ..                | 9 34  |      |   |
| 37     | Hebden Bridge ..     | 7 18              | 8 48              | 9 30              | 10 50             | 12 32             | ..                | 3 116             | 42 8              | 28                | 9 12              | 12 32             | 9 42  |      |   |
| 40     | Eastwood .....       | Tues. 8 54        | 9 41              | ..                | ..                | ..                | ..                | ..                | ..                | ..                | 9 26              | ..                | 9 56  |      |   |
| 41     | Todmorden .....      | 7 38              | 9 0               | 9 51              | 11 6              | 12 48             | 2 0               | 3 27              | 7 0               | 8 22              | 9 32              | 12 48             | 10 2  |      |   |
| 47     | Littleborough ...    | 7 54              | 9 20              | 10 14             | ..                | ..                | ..                | 2 183             | 45 7              | 15                | 9 48              | ..                | 10 18 |      |   |
| 50     | Rochdale .....       | 8 3               | 9 30              | 10 25             | 11 30             | 1 8               | 2 303             | 57 7              | 25                | 42                | 9 58              | 1 8               | 10 28 |      |   |
| 52     | Blue Pits .....      | 8 10              | 9 37              | 10 35             | 11 38             | ..                | ..                | 2 384             | 5 7               | 34                | 10 6              | ..                | 10 36 |      |   |
| 55     | Middleton .....      | 8 20              | 9 45              | 10 45             | 11 48             | 1 18              | 2 504             | 15 7              | 45                | 53                | 10 20             | 1 18              | 10 50 |      |   |
| 59     | Miles Plating Jun .. | 8 28              | 9 58              | 10 58             | 11 58             | 1 28              | 2 584             | 28 7              | 58                | 9                 | 10 32             | 1 28              | 10 58 |      |   |
| 60     | Manchester .....     | 8 30              | 10 0              | 11 0              | 12 0              | 1 303             | 0 4               | 30 8              | 0 9               | 10 10             | 10 35             | 1 30              | 11 0  |      |   |

**OLDHAM BRANCH.**—From Manchester at 7 30, 8 30, 9 30, and 11 a.m. 1, 2 45, 4, 5 20, 6 30, and 7 50 p.m.

From Oldham at 6 50, 8, 9, 10, and 11 30 a.m. 1 30, 3 30, 4 30, 5 50, 7 10, and 8 4 p.m.

**On Sundays,** from Manchester at 7 40 and 10 a.m., 1, 6 45 & 8 15 p.m. From Oldham at 8 10 and 10 45 a.m., 1 30, 7 and 8 45 p.m.

**FARES** from Oldham to Manchester, Heywood, Rochdale. First class carriages, 1s. 6d.; second, 1s.; and waggon, 6d.

Passengers can book through from London by the 6 and 9 4 a.m. and 9 p.m. mail train, *via* Derby to Rochdale; to the other stations on the Manchester and Leeds Railway, they must book for Derby.

No. 1 to Oldham, Liverpool, Bolton, Burnley, Blackburn, Preston, & Lancaster, meeting Mail trains at Normanton, from London, Birmingham, Gloucester, Derby, Chesterfield, & Sheffield. No. 2 to Liverpool. No. 3 to York, Oldham, Liverpool, Bolton, Preston, Lancaster, & Chester.

No. 4 to Bolton and Liverpool, meeting trains from York, Hull, Selby, Derby, Sheffield, and Chesterfield.

No. 5 (Mail) to Oldham, Liverpool, Bolton, Preston, Fleetwood, Blackpool, Southport, & Lancaster, meeting trains from Newcastle, York, Darlington, and Hull.

No. 6 to Oldham, Birmingham, Chester, & Liverpool. No. 7 to Oldham, Liverpool, Bolton, & Preston, meeting trains from Nottingham, Birmingham, Leicester, Derby, Chesterfield, Sheffield, Hull, Selby, York, and Darlington. No. 9 to Burnley, Oldham, and Liverpool, meeting trns from London, Leicester, Nottingham, Birmingham, Derby, Chesterfield, Sheffield, Barnsley, York, Hull, Selby, & Darlington.

No. 10 meeting trains from London, Leicester, Nottingham, Birmingham, Derby, Chesterfield, & Sheffield.

No. 11 mail, meeting trains from Derby, Chesterfield, Sheffield, York, Selby, Darlington, Newcastle, and Hull.

**SUNDAYS.**—No. 1 to Oldham, meeting trains from York.

No. 2 (Mail) meeting trains from York, Hull, Derby, and Sheffield.

No. 4 meeting trains from Derby, Chesterfield, Sheffield, Hull, York, Darlington, and Edinburgh.

**THE VICTORIA REFRESHMENT ROOMS,** by VANTINI and MAURICE, are now open, where Breakfasts, Lunches, Dinners, Soup, Tea, and Coffee, are always ready, which, with their Wines, Spirits, and Malt Liquors, &c., of the best description, may be had at most moderate charges.



**Liverpool to Manchester Manchester to Liverpool**

| 1st class<br>Trains. | 2nd only.<br>Through<br>Trains. | 1 & 2 cl.<br>Road<br>Trains. | 3rd class<br>Trains. | 1st class<br>Trains. | 2nd only.<br>Through<br>Trains. | 1 & 2 cl.<br>Road<br>Trains. | 3rd class<br>Trains. |
|----------------------|---------------------------------|------------------------------|----------------------|----------------------|---------------------------------|------------------------------|----------------------|
| 8 u.v. a.m.          |                                 | 7 15 a.m.                    | 6 45 a.m.            | 8 30 a.m.            |                                 | 7 15 a.m.                    | 6 30 a.m.            |
| 8 45 "               |                                 |                              |                      | 9 0 "                |                                 |                              |                      |
| 10 15 u.v.           |                                 | 10 30 "                      |                      | 10 15 u.v.           |                                 | 11 15 "                      |                      |
| 12 0 noon            |                                 |                              |                      | 12 15 noon           |                                 |                              |                      |
| 2 0 p.m.             | 2 15 u.v. p.m.                  | 2 30 p.m.                    |                      | 2 0 p.m.             | 2 30 p.m.                       | 2 45 p.m.                    |                      |
| 4 0 "                | 4 15 u.v. p.m.                  | 5 30 p.m.                    |                      | 5 0 "                | 5 30 p.m.                       | 5 30 "                       |                      |
|                      |                                 | 7 45 "                       | 6 30 p.m.            |                      |                                 | 8 20 "                       | 6 30 p.m.            |

\* Stopping at Huyton Gate, Rainhill, St. Helens Junction, Newton, Parkside, Kenyon Junction, Bury-Lane, and Patricroft.

**On Sundays.**

|           |           |           |           |
|-----------|-----------|-----------|-----------|
| 8 0 a.m.  | 7 15 a.m. | 8 15 a.m. | 7 30 a.m. |
| 5 30 p.m. | 5 30 p.m. | 5 30 p.m. | 5 30 p.m. |
| 7 45 p.m. | 7 45 p.m. | 8 20 p.m. | 7 30 p.m. |

\* Stopping as on other days.

\* Stopping as on other days.

N.B. By the trains marked N. U. being especially North Union Trains, the passengers for Manchester or Liverpool will be detained unavoidably at Parkside till the arrival of the trains from Preston.

**Fares.**—By first class carriage, four inside, royal mail, 6/6; six inside, glass coach, 6/0; second class, 4/0; third class, 2/6. Passengers by the first class trains may take a ticket entitling them to be conveyed to Liverpool or Manchester and back the same day for 10s., Mails 6d. additional each way.

Horses under 12 years, half price; in the arms, under 4 years, free. Horses: For one horse 14s.; two horses 20s.; three horses 24s.

**From Warrington to Manchester.**

4 12 a.m., 2 16 & 5 17 p.m. mails, mixed; 9 a.m. first class; 7 40 and 10 4 a.m. mixed. On Sundays, 4 12 a.m., 2 16 & 5 17 p.m. mails, mixed; 8 a.m. mixed.

**From Manchester to Warrington.**

4 and 11 a.m., 2 3 and 8 4 p.m. mails, mixed; 7 15 a.m. and 5 p.m. mixed. On Sundays, 4 and 11 a.m. and 8 15 p.m. mails, mixed; 7 30 a.m. mixed.

**Fare**—From Manchester to Warrington, 3s. second class.

**To Fleetwood, Poulton (for Blackpool), & Lytham.**

| FROM LIVERPOOL.     | FROM MANCHESTER.     |
|---------------------|----------------------|
| 8 0 a.m. .... Mixed | 8 15 a.m. .... Mixed |
| 2 15 p.m. .... Do.  | 2 30 p.m. .... Do.   |
| 4 30 " .... Do.     | 4 45 " .... Do.      |

FARES from Liverpool or Manchester to Fleetwood, 10s. & 7s.  
" " " Poulton 9s. & 6s. 3d.  
" " " Lytham, 9s. & 6s. 6d.

**To Lancaster.**

| FROM LIVERPOOL.        | FROM MANCHESTER.       |
|------------------------|------------------------|
| 8 0 a.m. .... Mixed    | 8 15 a.m. .... Mixed   |
| 10 15 " .... 1st Class | 10 30 " .... 1st Class |
| 2 15 p.m. .... Mixed   | 2 30 p.m. .... Mixed   |
| 4 30 " .... Mixed      | 4 45 " .... ditto      |
| 7 45 " .... ditto.     | 8 20 " .... ditto.     |

FARES from Liverpool or Manchester, 11s. 6d.—7s. 6d.

**To Bolton.**

| FROM LIVERPOOL.                | FROM MANCHESTER.               |
|--------------------------------|--------------------------------|
| 7 15 a.m. .. Mixed & 3rd class | 7 15 a.m. .. Mixed & 3rd class |
| 8 45 " .... First Class        | 9 0 " .... First Class         |
| 10 30 " .... Mixed             | 11 15 " .... Mixed             |
| 2 30 p.m. .... Do.             | 2 45 " .... Mixed              |
| 4 0 " .... Do.                 | 6 30 " .. 2nd & 3rd class      |
| 6 30 " .... Third class        |                                |

**ON SUNDAYS.**

|                                |                                |
|--------------------------------|--------------------------------|
| 7 30 a.m. .. Mixed & 3rd class | 7 00 a.m. .. Mixed & 3rd class |
| 5 30 p.m. .... Do.             | 5 30 p.m. .... Do.             |

FARES from Liverpool, 1st class, 5s. 6d.; 2nd class, 4s.; 3rd class, 2s. 6d.; and from Manchester 2s. 6d.—2s.—and 1s. 11d.

**To Preston and Wigan.**—See North Union Table.

**To St. Helens.**

| FROM LIVERPOOL.          | FROM MANCHESTER.         |
|--------------------------|--------------------------|
| 6 45 a.m. .... 3rd Class | 6 30 a.m. .... 3rd Class |
| 8 0 " .... 1st Class     | 7 15 " .... 2nd "        |
| 10 30 " .... 2nd Class   | 10 30 " .... 1st Class   |
| 2 0 p.m. .... 1st Class  | 11 15 " .... 2nd Class   |
| 2 30 " .... 2nd Class    | 2 0 p.m. .... 1st Class  |
| 5 30 " .... 2nd Class    | 2 45 " .... 2nd Class    |
| 6 30 " .... 3rd Class    | 5 30 " .... Do.          |
| 7 45 " .... 2nd "        | 6 30 " .... 3rd Class    |

**ON SUNDAYS.**

|                                 |                                 |
|---------------------------------|---------------------------------|
| 7 30 a.m. & 5 30 p.m. 3rd Class | 7 30 a.m. & 5 30 p.m. 3rd Class |
| 8 0 a.m. & 7 45 p.m. 2nd "      | 8 15 a.m. 2nd Class             |

FARES from Liverpool, first class 2s. 6d.; 2nd class 1s. 6d.; 3rd class 1s.; and from Manchester 4s., 3s., and 1s. 10d.

**Southport.**—Passengers and Parcels may be booked through to Southport at the Company's Offices, Market-street and Victoria Station, Manchester, by the 2 p.m. train daily (Sundays excepted) also by the 11 15 a.m. train, during the Summer months.

**Fares.**—From Manchester to Southport, Inside 10s. Outside 7s.

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## BIRMINGHAM &amp; GLOUCESTER.

| DOWN TRAINS.       |      |      |       |       |       |       |      |      |      |      |       | Fares. |       |       |      |
|--------------------|------|------|-------|-------|-------|-------|------|------|------|------|-------|--------|-------|-------|------|
|                    | 1    | 2    | 3     | 4     | 5     | 6     | 7    | 8    | 9    | 10   | 11    | 1Cls.  | 2Cls. | 3Cls. |      |
| DEPARTURE FROM     | a.m. | a.m. | a.m.  | a.m.  | noon  | a.m.  | p.m. | p.m. | p.m. | p.m. | p.m.  | s.d.   | s.d.  | s.d.  | a.d. |
| BIRMINGHAM.....    | 1 0  |      | 6 30  | 8 50  |       | 11 45 |      | 2 45 | 4 0  |      | 7 6   |        |       |       |      |
| Camp Hill.....     |      |      | 6 40  |       |       |       |      |      |      |      | 7 10  |        |       |       |      |
| Mosley.....        |      |      | 6 45  |       |       |       |      |      |      |      | 7 15  |        |       |       |      |
| Longbridge.....    |      |      | 7 10  | 9 10  |       |       |      |      |      |      | 7 30  |        |       |       |      |
| Barnet Green.....  |      |      | 7 25  | 9 15  |       |       |      |      |      |      | 7 35  | 3 0    | 2 0   | 1 0   |      |
| Blackwell.....     |      |      | 7 35  | 9 20  |       | 12 15 |      | 3 20 | 4 0  |      | 7 50  | 3 0    | 2 6   | 1 6   |      |
| BROMSGROVE.....    | 1 45 |      | 7 45  | 9 30  |       | 12 25 |      | 3 30 | 4 50 |      | 8 0   | 3 6    | 2 6   | 1 6   |      |
| DROITWICH.....     |      |      | 7 52  |       |       |       |      | 3 37 |      |      | 8 6   | 4 6    | 3 0   | 2 0   |      |
| Dunhamstead.....   | 1 59 |      | 8 0   | 9 40  |       | 12 40 |      | 3 44 | 5    |      | 8 16  | 5 6    | 4 0   | 2 0   |      |
| SPETCHLEY.....     | 2 17 |      | 8 25  | 10 0  |       | 12 56 |      | 4 0  | 4 08 |      | 8 20  |        |       |       |      |
| WORCESTER {arriv.  | 2 47 |      | 9 0   | 10 35 |       | 1 20  |      | 4 35 | 4 33 |      | 8 40  |        |       |       |      |
| dep.               | 1 41 |      | 7 45  | 9 20  |       | 12 15 |      | 3 20 | 3 58 |      | 8 0   | 7 0    | 4 6   | 2 6   |      |
| Norton.....        |      |      | 8 30  |       |       |       |      |      |      |      | 8 45  |        |       |       |      |
| WADBOROUGH.....    |      |      | 8 36  |       |       |       |      |      |      |      | 8 50  | 7 0    | 4 6   | 3 0   |      |
| Besford.....       |      |      | 8 40  |       |       |       |      |      |      |      | 8 54  |        |       |       |      |
| Defford.....       |      |      | 8 55  |       |       | 1 15  |      | 4 20 | 4 40 |      | 9 5   | 8 6    | 5 6   | 3 6   |      |
| Eckington.....     |      |      | 9 2   | 10 22 |       |       |      |      |      |      | 9 10  | 9 0    | 6 0   | 3 6   |      |
| Bredon.....        |      |      | 9 15  |       |       |       |      | 4 30 |      |      | 9 25  | 9 6    | 6 6   | 3 6   |      |
| ASHCHURCH.....     | 2 54 |      | 9 25  | 10 37 |       | 1 36  |      | 4 38 | 4 5  |      | 9 34  | 10 0   | 7 0   | 4 6   |      |
| TEWKESBURY {arriv. | 3 9  |      | 9 35  | 10 30 |       | 1 40  |      | 4 48 | 4 5  |      | 9 40  | 10 6   | 7 6   | 4 6   |      |
| dep.               | 2 4  |      | 9 30  |       |       | 1 30  |      | 4 31 | 4 58 |      | 9 20  |        |       |       |      |
| Cleeve.....        |      |      | 9 30  |       |       |       |      |      |      |      | 9 46  |        |       |       |      |
| CHELTENHAM.....    | 3 12 | 8 45 | 9 50  | 11 0  | 12 30 | 1 55  | 4 20 | 5 0  | 3 30 | 8 30 | 10 6  | 12 0   | 9 0   | 5 0   |      |
| Badgeworth.....    |      | 8 50 |       |       | 12 35 |       | 4 25 |      |      | 8 35 |       |        |       |       |      |
| GLOUCESTER.....    | 3 30 | 9 0  | 10 15 | 11 25 | 12 45 | 2 10  | 4 35 | 5 20 | 4 5  | 8 45 | 10 30 | 14 0   | 10 6  | 5 6   |      |

First and second class carriages with all the trains. Third class carriages with trains Nos. 1 and 9 from Gloucester, and 3 and 11 from Birmingham.

Only the mail trains run on Sundays.

— 50 —

| UP TRAINS.         |      |       |      |       |       |       |      |      |      |      |       | Fares. |       |       |      |
|--------------------|------|-------|------|-------|-------|-------|------|------|------|------|-------|--------|-------|-------|------|
|                    | 1    | 2     | 3    | 4     | 5     | 6     | 7    | 8    | 9    | 10   | 11    | 1Cls.  | 2Cls. | 3Cls. |      |
| DEPARTURE FROM     | a.m. | a.m.  | a.m. | a.m.  | a.m.  | p.m.  | p.m. | p.m. | p.m. | p.m. | p.m.  | s.d.   | s.d.  | s.d.  | a.d. |
| GLOUCESTER.....    | 5 15 | 7 45  | 8 15 | 10 30 | 11 20 | 12 45 | 3 10 | 3 30 | 3 40 |      | 7 30  | 8 50   |       |       |      |
| Badgeworth.....    |      |       | 8 25 |       | 11 40 |       |      |      |      |      | 7 40  |        |       |       |      |
| CHELTENHAM.....    | 5 35 | 8 3   | 8 35 | 10 45 | 11 50 | 1 3   | 3 20 |      |      |      | 7 50  | 9 10   | 1 6   | 1 0   | 0 6  |
| Cleeve.....        | 5 45 |       |      |       |       |       |      |      |      |      |       |        |       |       |      |
| ASHCHURCH.....     | 6 0  | 8 20  |      | 11 5  |       | 1 21  | 3 47 |      |      |      |       |        |       |       |      |
| TEWKESBURY {arriv. | 6 10 | 8 30  |      | 11 15 |       | 1 31  | 3 57 |      |      |      | 9 26  | 3 0    | 2 6   | 1 6   |      |
| dep.               | 5 52 | 8 10  |      | 10 58 |       | 1 15  | 3 40 |      |      |      | 9 40  | 3 0    | 2 6   | 1 6   |      |
| Bredon.....        | 6 8  | 8 27  |      |       |       |       |      |      |      |      | 9 20  |        |       |       |      |
| Eckington.....     | 6 20 | 8 35  |      |       |       | 1 30  |      |      |      |      |       | 4 0    | 3 0   | 1 6   |      |
| Defford.....       | 6 25 | 8 40  |      | 11 20 |       |       |      |      |      |      |       | 5 0    | 3 6   | 2 0   |      |
| Besford.....       | 6 29 |       |      |       |       |       |      |      |      |      |       | 5 0    | 3 6   | 2 0   |      |
| Wadborough.....    | 6 35 | 4 48  |      |       |       |       |      |      |      |      |       |        |       |       |      |
| Norton.....        | 6 40 |       |      |       |       |       |      |      |      |      |       | 6 0    | 4 0   | 2 6   |      |
| SPETCHLEY.....     | 6 50 | 8 58  |      | 11 40 |       | 1 53  | 4 20 |      |      |      | 7 30  |        |       |       |      |
| WORCESTER {arriv.  | 7 25 | 9 33  |      | 12 15 |       | 2 30  | 4 55 |      |      |      | 10 6  |        |       |       |      |
| dep.               | 6 10 | 8 20  |      | 11 0  |       | 1 15  | 3 40 |      |      |      | 10 36 | 7 6    | 5 0   | 3 6   |      |
| Dunhamstead.....   | 7 10 |       |      |       |       |       |      |      |      |      | 9 26  |        |       |       |      |
| DROITWICH.....     | 7 20 | 9 15  |      | 11 55 |       | 2 15  | 4 38 |      |      |      |       |        |       |       |      |
| Stoke Works.....   | 7 35 |       |      |       |       | 2 35  |      |      |      |      |       |        |       |       |      |
| BROMSGROVE.....    | 7 45 | 9 35  |      | 12 10 |       | 2 31  | 5 0  |      |      |      | 10 23 | 9 0    | 6 0   | 3 6   |      |
| Blackwell.....     | 8 0  | 9 50  |      |       |       | 2 43  |      |      |      |      | 10 35 | 9 6    | 6 6   | 4 0   |      |
| Barnet Green.....  | 8 10 | 9 58  |      |       |       | 2 50  |      |      |      |      |       | 10 6   | 7 0   | 4 6   |      |
| Longbridge.....    | 8 20 |       |      |       |       |       |      |      |      |      |       | 12 0   | 8 0   | 5 0   |      |
| Mosley.....        | 8 36 |       |      |       |       |       |      |      |      |      |       |        |       |       |      |
| Camp Hill.....     | 8 45 |       |      |       |       |       |      |      |      |      |       |        |       |       |      |
| BIRMINGHAM.....    | 9 0  | 10 30 |      | 1 0   |       | 3 25  | 5 45 |      |      |      | 11 20 | 14 0   | 10 6  | 5 6   |      |

DAY TICKETS from Cheltenham to Gloucester,

First Class, 2s.

Second Class, 1s. 6d.



| Up Trains. |                           |      |      |       |      |      |        |      |      | Down Trains. |        |                            |      |       |      |       |      |      |            |     |     |
|------------|---------------------------|------|------|-------|------|------|--------|------|------|--------------|--------|----------------------------|------|-------|------|-------|------|------|------------|-----|-----|
|            | 1                         | 2    | 3    | 4     | 5    | 6    | Fares. |      |      | 1            | 2      | 3                          | 4    | 5     | 6    | Fares |      |      |            |     |     |
| Miles      | TRAINS LEAVE              |      |      |       |      |      | mail   | 1st  | 2nd  | 3rd          | Miles  | TRAINS LEAVE               |      |       |      |       |      | mail | 1st        | 2nd | 3rd |
|            | a.m.                      | a.m. | a.m. | p.m.  | p.m. | p.m. | Cls.   | Cls. | Cls. | Cls.         | a.m.   | a.m.                       | a.m. | p.m.  | p.m. | p.m.  | s    | d    | s          |     |     |
| 10 1/2     | BRISTOL at.....           | 6 0  | 8 20 | 11 0  | 1 40 | 4 0  | 7 5    | 2 41 | 6 0  | 10           | 9      | GLOUCESTER at.....         | 4 0  | 8 0   | 12 0 | 2 40  | 5 50 | 8 0  |            |     |     |
| 15 1/2     | Yate .....                | 6 25 | 8 46 | 11 25 | 1 4  | 4 26 | 7 30   | 3 42 | 3 1  | 3            | 10 1/2 | Stonehouse.....            | 8 22 | 12 20 | 3 1  | 6 13  | 8 20 | 2 0  | 1 3 0      |     |     |
| 17 1/2     | Wickwar .....             | 9 0  |      |       |      | 4 38 |        | 3 42 | 3 1  | 3            | 15 1/2 | Frcester .....             | 8 27 | 12 25 | 3 1  | 6 19  | 8 25 | 2 1  | 4 1 6 0 10 |     |     |
| 22 1/2     | Charfield .....           | 6 41 | 9 6  | 11 41 | 2 23 | 4 45 | 7 49   | 3 9  | 2 6  | 1 4          | 20 1/2 | Dursley and Berkeley ..... | 8 39 | 12 37 | 3 17 | 6 32  | 8 38 | 3 4  | 2 0 1 4    |     |     |
| 25 1/2     | Dursley and Berkeley..... | 6 54 | 9 20 | 11 54 | 2 35 | 4 58 | 8 2    | 5 0  | 3 2  | 3            | 25 1/2 | Charfield .....            | 8 53 | 12 51 | 3 30 | 6 46  | 8 5  | 4 6  | 2 9 1 9    |     |     |
| 29 1/2     | Frcester .....            | 7 10 | 9 33 | 12 6  | 2 50 | 5 10 | 8 5    | 6 0  | 3 2  | 3            | 30 1/2 | Yate .....                 | 9 11 | 1 9   | 3 47 | 6 52  | 9    | 5 0  | 3 0 1 10   |     |     |
| 37 1/2     | Stonehouse .....          | 7 10 | 9 39 | 12 10 | 2 51 | 5 16 | 8 15   | 6 4  | 4 0  | 2 4          | 37 1/2 | BRISTOL .....              | 9 34 | 1 35  | 4 10 | 7 30  | 9 30 | 8 0  | 5 0 3 0    |     |     |
|            | GLOUCESTER.....arr.       | 7 30 | 10 0 | 12 30 | 3 10 | 5 35 | 8 35   | 8 0  | 5 0  | 3            |        |                            |      |       |      |       |      |      |            |     |     |

Only the mail trains run on Sunday, to which third class carriages are attached. Third class slow trains leave Gloucester at 9 15 a.m. and Bristol at 4 30 p.m., every day except Sunday, calling at the intermediate stations, carrying passengers at the rate of 1d. per mile.

Passengers travelling in their own carriages will be carried a 2nd class fares, in addition to the charge for the carriage.

| Sec., J. Plattford.          |      |      |      |      |       |       |       |       |       | SHEFFIELD, ASHTON-UNDER-LINE, & MANCHESTER. |               |       |        |                   |                                                                                                                                                                                                                                                                                                                                                        |  |  |  |  |
|------------------------------|------|------|------|------|-------|-------|-------|-------|-------|---------------------------------------------|---------------|-------|--------|-------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|--|--|--|
| Trains leave London-rd.      |      |      |      |      |       |       |       |       |       | Engr., J. Locke.                            |               |       |        |                   |                                                                                                                                                                                                                                                                                                                                                        |  |  |  |  |
| From Manchester to Woodhead. |      |      |      |      |       |       |       |       |       | Fares.                                      |               |       |        |                   |                                                                                                                                                                                                                                                                                                                                                        |  |  |  |  |
|                              | a.m. | a.m. | a.m. | a.m. | a.m.  | p.m.  | p.m.  | p.m.  | p.m.  |                                             | To Manchester | 1 Cl. | 2 Cls. | 3 Cls.            |                                                                                                                                                                                                                                                                                                                                                        |  |  |  |  |
| Manchr.                      | ..   | ..   | ..   | 8 45 | *9 45 | 11 0  | 12 15 | 1* 03 | 0 4*  | 0 5 0                                       | 0 7 15        | 8 15  | 15     | s. d. s. d. s. d. | Trains marked thus (*) are in connexion with coaches to & from Sheffield on week-days at 7 40, 8 15, and 11 30 a.m., and 3 15 p.m. arriving at Woodhead in time for the 9 25 & 11 25 a.m. 2 25 and 6 25 p.m. trains to Manchester; and on Sundays at 9 a.m., & 3 15 p.m., arriving at Woodhead in time for the 12 25 & 6 25 p.m. trains to Manchester. |  |  |  |  |
| Ardwick ..                   | ..   | ..   | ..   | 8 45 | 9 48  | 11 3  | 12 18 | 1 33  | 3 4   | 3 5 36                                      | 3 7 18        | 18    | 18     | ..                |                                                                                                                                                                                                                                                                                                                                                        |  |  |  |  |
| Ashton ..                    | ..   | ..   | ..   | 8 52 | 0 52  | 11 7  | 12 22 | ..    | 3 7 4 | 7 6                                         | 7 22          | 8 22  | 0 8 0  | 6 0 3             | Passengers and Parcels booked for Sheffield at the Company's Office, 107, Market-street, Manchester, by the 9 45 a.m., 1 4, & 6 p.m. trains, arriving at Sheffield in time to meet the trains and conveyances to Derby, Chesterfield, Nottingham, Loughbo' Leicester, &c., and on Sundays by the 9 45 a.m. and 2 p.m. trains.                          |  |  |  |  |
| Field ..                     | ..   | ..   | ..   | 8 57 | 9 57  | 11 11 | 12 27 | 1 12  | 3 12  | 3 4                                         | 3 27          | 27    | 0 9 0  | 6 0 4             | EXTRA TRAINS. On Saturdays: From Manchester to Glossop at 2 5 p.m.; from Newton to Manchester at 1 p.m.; from the Ashton Station to Manchester every Tuesday and Saturday at 9 1/2 a.m., (consisting of first and second class carriages.                                                                                                              |  |  |  |  |
| Dukinfield ..                | ..   | ..   | ..   | 9 4  | 10 4  | 11 19 | 12 34 | 1 19  | 3 19  | 4 19                                        | 5 19          | 6 19  | 7 0    | 10 0              | DOUBLE TICKETS from Manchester to Woodhead and back the same day, first class, 4s. 6d.; second, 3s. 6d; third, 2s. 6d.                                                                                                                                                                                                                                 |  |  |  |  |
| Newton ..                    | 7 0  | 8 0  | 8 15 | 9 13 | 10 11 | 12 28 | 12 43 | 1 28  | 3 28  | 4 28                                        | 5 28          | 6 28  | 7 0    | 10 0              |                                                                                                                                                                                                                                                                                                                                                        |  |  |  |  |
| Broadbottom ..               | 7 9  | 8 9  | 8 26 | 9 24 | 10 24 | 11 39 | 12 54 | 1 39  | 3 39  | 4 39                                        | 5 39          | 6 39  | 7 0    | 10 0              | Sunday Trains—To Manchester: from Woodhead, 8 15 a.m., *12 25, 4 45, and 6 25 p.m.; from Glossop at 7 30 a.m.; from Newton at 2 and 6 15 p.m. From Glossop to Newton at 8 15 and 9 10 p.m.                                                                                                                                                             |  |  |  |  |
| Glossop ..                   | 7 15 | 8 15 | 8 32 | 9 30 | 10 30 | 11 45 | 1 0   | 1 45  | 3 45  | 4 45                                        | 5 45          | 6 45  | 7 0    | 10 0              |                                                                                                                                                                                                                                                                                                                                                        |  |  |  |  |
| Hadfield ..                  | ..   | ..   | ..   | 8 37 | ..    | 10 35 | ..    | ..    | 1 50  | ..                                          | 4 50          | ..    | 6 50   | ..                | From Manchester: to Woodhead, 8 45 and *9 45 a.m., *2 and 6 30 p.m.; to Glossop at 7 15 and 8 15 p.m.; to Newton at 3 p.m.                                                                                                                                                                                                                             |  |  |  |  |
| Woodhd.                      | ..   | ..   | ..   | 8 57 | ..    | 10 55 | ..    | ..    | 2 10  | ..                                          | 5 10          | ..    | 7 10   | ..                |                                                                                                                                                                                                                                                                                                                                                        |  |  |  |  |

| Stations.      |      |      |       |       |       |       |      |      |      | Fares. |              |       |        |        |                   |                                                                                                                                                                                                                                           |  |  |  |
|----------------|------|------|-------|-------|-------|-------|------|------|------|--------|--------------|-------|--------|--------|-------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|--|--|
|                | a.m. | a.m. | a.m.  | a.m.  | a.m.  | p.m.  | p.m. | p.m. | p.m. |        | Fr. Woodhead | 1 Cl. | 2 Cls. | 3 Cls. |                   |                                                                                                                                                                                                                                           |  |  |  |
| Woodhd.        | ..   | ..   | ..    | *9 25 | ..    | 11 25 | ..   | 2 25 | ..   | ..     | 0 25         | 7 45  | ..     | ..     | s. d. s. d. s. d. | EXTRA TRAINS. On Saturdays: From Manchester to Glossop at 2 5 p.m.; from Newton to Manchester at 1 p.m.; from the Ashton Station to Manchester every Tuesday and Saturday at 9 1/2 a.m., (consisting of first and second class carriages. |  |  |  |
| Hadfield ..    | ..   | ..   | ..    | 9 38  | ..    | 11 38 | ..   | 2 38 | ..   | ..     | 0 38         | 7 58  | ..     | ..     | 1 0 0             |                                                                                                                                                                                                                                           |  |  |  |
| Glossop ..     | 7 30 | 8 30 | 9 45  | 10 45 | 11 45 | 1 45  | 2 45 | 3 45 | 4 45 | 5 45   | 6 45         | 8 15  | 9 15   | 10 15  | 2 1               | DOUBLE TICKETS from Manchester to Woodhead and back the same day, first class, 4s. 6d.; second, 3s. 6d; third, 2s. 6d.                                                                                                                    |  |  |  |
| Broadbottom .. | 7 36 | 8 36 | 9 51  | 10 51 | 11 51 | 1 51  | 2 51 | 3 51 | 4 51 | 5 51   | 6 51         | 8 21  | 9 21   | 10 21  | 2 3               |                                                                                                                                                                                                                                           |  |  |  |
| Newton ..      | 7 45 | 8 45 | 10 0  | 11 0  | 12 0  | 2 0   | 3 0  | 4 0  | 5 0  | 6 0    | 7 0          | 8 20  | 9 20   | 10 20  | 2 6               | Sunday Trains—To Manchester: from Woodhead, 8 15 a.m., *12 25, 4 45, and 6 25 p.m.; from Glossop at 7 30 a.m.; from Newton at 2 and 6 15 p.m. From Glossop to Newton at 8 15 and 9 10 p.m.                                                |  |  |  |
| Dukinfield ..  | 7 51 | 8 51 | 10 6  | 11 6  | 12 6  | 2 6   | 3 6  | 4 6  | 5 6  | 6 6    | 7 6          | 8 26  | 9 26   | 10 26  | 2 8               |                                                                                                                                                                                                                                           |  |  |  |
| Ashton ..      | 7 55 | 8 55 | 10 10 | 11 10 | 12 10 | 2 10  | 3 10 | 4 10 | 5 10 | 6 10   | 7 10         | 8 30  | 9 30   | 10 30  | 2 9               | From Manchester: to Woodhead, 8 45 and *9 45 a.m., *2 and 6 30 p.m.; to Glossop at 7 15 and 8 15 p.m.; to Newton at 3 p.m.                                                                                                                |  |  |  |
| Field ..       | 8 1  | 9 1  | 10 16 | 11 16 | 12 16 | 2 16  | 3 16 | 4 16 | 5 16 | 6 16   | 7 16         | 8 36  | 9 36   | 10 36  | 3 0               |                                                                                                                                                                                                                                           |  |  |  |
| Gorton ..      | 8 4  | 9 4  | ..    | 11 19 | 12 19 | 2 19  | ..   | ..   | 4 19 | 5 19   | 6 19         | 7 19  | 8 39   | 9 39   | 3 2               | From Newton: to Glossop at 7 a.m.; to Woodhead at 7 15 a.m.                                                                                                                                                                               |  |  |  |
| Ardwick ..     | 8 8  | 9 8  | 10 23 | 11 23 | 12 23 | 2 23  | 3 23 | 4 23 | 5 23 | 6 23   | 7 23         | 8 43  | 9 43   | 10 43  | 3 10              |                                                                                                                                                                                                                                           |  |  |  |
| Manchr.        | 8 19 | 9 19 | 10 26 | 11 26 | 12 26 | 2 26  | 3 26 | 4 26 | 5 26 | 6 26   | 7 26         | 8 46  | 9 46   | 10 46  | 4 0               |                                                                                                                                                                                                                                           |  |  |  |

**Sunday Trains**—To Manchester: from Woodhead, 8 15 a.m., \*12 25, 4 45, and 6 25 p.m.; from Glossop at 7 30 a.m.; from Newton at 2 and 6 15 p.m. From Glossop to Newton at 8 15 and 9 10 p.m.

From Manchester: to Woodhead, 8 45 and \*9 45 a.m., \*2 and 6 30 p.m.; to Glossop at 7 15 and 8 15 p.m.; to Newton at 3 p.m.

From Newton: to Glossop at 7 a.m.; to Woodhead at 7 15 a.m.

### 33 MANCHESTER, BOLTON, & PRESTON

Secretary & Superintendent, John Hawkshaw.

#### Manchester to Bolton, Chorley, Preston, and Lancaster.

†3 15 and 10 30 a.m., 2½, †4 55, and 6 15 p.m. On Sundays, †4 50 p.m.; to Bolton and Chorley, †8 a.m.; to Fleetwood, on Week days, †8 15 a.m., 2 30 and †4 55 p.m.

**Preston to Chorley, Bolton, and Manchester.**  
†8.5 and 10.25 a.m., 2.25, 4.35, and †8 p.m. On Sundays, †8 a.m. and 8 p.m.

#### Lancaster to Preston, Chorley, Bolton, and Manchester.

6 50 and 9 15 a.m., 1 10 and 6 55 p.m. Or Sundays, at 6 55 p.m.

**Manchester to Southport**—2 30 p.m.—Southport to Manchester at 12 noon. On Sundays, at 4 45 p.m.

**Fleetwood to Manchester**—†7 and 9 a.m., and †6 p.m. On Sundays, at 4 p.m.

#### Manchester to Blackburn.

On week days by the †8 15 a.m., & †4 55 p.m. trains.

Blackburn to Manchester, 7 a.m. and 3 30 p.m.

#### Manchester to Bolton.

Stopping at all the stations, 7, †9 10, & 11 30 a.m., 1½, †4, †6½, †7½, and 8 30 p.m.

Stopping at Stoneclough, †8 15 and 10 30 a.m., 2½ & †4 55 p.m. Cheap trains at 1d. per mile, 7 a.m. and 8½ p.m., stopping.

#### Bolton to Manchester

Stopping at all the stations, 7, †8, & 10 a.m., 1½, 5 35, 7 & 8½ p.m. Stopping at Stoneclough, †9 10 and 11 30 a.m., 12½, 3 30 & †9 p.m.

Cheap trains at 1d. per mile, 7 a.m. and 8½ p.m., stopping.

**On Sundays**—From Manchester to Bolton, (8 a.m., cheap train), †1 and †8 p.m., stopping at all the stations. †4 50 p.m. stopping at Stoneclough.

From Bolton to Manchester, †9½ a.m., †2 (and 7 p.m., cheap train), stopping at all the stations; & †9 p.m., stopping at Stoneclough.

† Third class carriages are attached to these trains.

**MANCHESTER to GLASGOW**, every Monday, Tuesday, Thursday, and Friday, at 4 55 p.m.

**MANCHESTER to LONDONDERRY**, every Thursday, at 4 55 p.m.

**MANCHESTER to BELFAST**, every Monday, Wednesday, and Saturday, at 4 55 p.m.

**Fares**—Manchester to Bolton, 2s., 1s. 6d., 1s.; Horwich & Blackrod, 3s. 6d., 2s. 6d.; Adlington, 3s. 6d., 2s. 6d.; Chorley, 4s., 3s.; Euxton, 5s., 3s. 6d.; Southport, (including coach) 10s., 7s.; Preston, 6s., 4s., 2s. 9d.; Lancaster, 11s. 6d., 7s. 6d.; Kirkham, 7s. 9d., 5s. 3d., 3s. 5d.; Lytham, 9s., 7s., 4s. 6d.; Poulton, 9s., 6s. 3d., 4s.; Blackpool, 10s., 7s. 6d., 5s.; Fleetwood, 10s., 7s., 4s. 6d.; Leyland, 5s. 6d., 4s.; Farrington, 6s., 4s.; Glasgow, 32s., 27s. 6d., 9s. 6d.; Londonderry, 30s., 27s., 9s. 6d.; Belfast, 25s., 17s., 7s. 6d.

### CHESTER AND BIRKENHEAD.

Treasurer, J. B. Wilcox.

| Distance<br>Birkenhead |                   | 1 2 3 4 5 6 7 |       |       |       |       |       |       |
|------------------------|-------------------|---------------|-------|-------|-------|-------|-------|-------|
|                        |                   | Class         | Class | Class | Class | Class | Class | Class |
|                        | Up Trains.        | 1, 2, 3.      | 1, 2. | 1, 2. | 1, 2. | 1, 2. | 1, 2. | 1, 2. |
|                        | Leave             | a.m.          | a.m.  | a.m.  | p.m.  | p.m.  | p.m.  | p.m.  |
|                        | Liverpool....     | 6 30          | 8 0   | 10 0  | 12 30 | 3 40  | 6 45  | 8 15  |
|                        | Birkenhead arrivl | 6 50          | 8 20  | 10 20 | 12 50 | 4 07  | 5 8   | 8 45  |
| 3                      | Bebington.....    | —             | 8 29  | 10 25 | 12 59 | 4 97  | 14    | —     |
| 7                      | Hooton.....       | —             | 8 41  | —     | 1 11  | 4 21  | 7 26  | —     |
| 8                      | Sutton.....       | 7 10          | 8 46  | 10 40 | 1 16  | 4 26  | 7 31  | 9 2   |
| 12                     | Mollington.....   | —             | 8 58  | —     | 1 28  | 4 38  | 7 43  | —     |
| 15                     | Chester.....      | 7 25          | 9 5   | 10 55 | 1 35  | 4 45  | 7 50  | 9 17  |
|                        | Birmingham.....   | 2 0           | 1 15  | 3 20  | ..    | 10 38 | ..    | 12 36 |
|                        | London.....       | 9 15          | 6 10  | 8 45  | ..    | ..    | ..    | 5 32  |

| Distance<br>Chester. |                    | 1 2 3 4 5 6 7 |       |       |       |       |       |       |
|----------------------|--------------------|---------------|-------|-------|-------|-------|-------|-------|
|                      |                    | Class         | Class | Class | Class | Class | Class | Class |
|                      | Down Trains.       | 1, 2, 3.      | 1, 2. | 1, 2. | 1, 2. | 1, 2. | 1, 2. | 1, 2. |
|                      | Leave              | p.m.          | a.m.  | a.m.  | p.m.  | a.m.  | a.m.  | p.m.  |
|                      | London.....        | 8 30          | ..    | ..    | ..    | 6 15  | 10 9  | ..    |
|                      | Birmingham.....    | 1 10          | ..    | 6 0   | ..    | 11 15 | 2 15  | ..    |
| 6                    | Chester.....       | 4 0           | 8 30  | 10 30 | 1 0   | 3 30  | 5 30  | 8 30  |
| 8                    | Mollington arrivl. | —             | 8 39  | —     | 1 9   | 3 39  | —     | 8 39  |
| 12                   | Sutton.....        | —             | 8 53  | 10 49 | 1 23  | 3 53  | 5 49  | 8 53  |
| 14                   | Hooton.....        | —             | 8 58  | —     | 1 28  | 3 58  | —     | 8 58  |
| 15                   | Bebington.....     | —             | 9 9   | —     | 1 39  | 4 9   | 6 9   | 9 9   |
|                      | Birkenhead.....    | 4 40          | 9 15  | 11 5  | 1 45  | 4 15  | 6 5   | 9 15  |
|                      | Liverpool....      | —             | 9 35  | 11 25 | 2 5   | 4 35  | 6 25  | 9 35  |

**Sunday Trains**—Leave Liverpool at 8 30 a.m., 2, 6 45, & 8 15 p.m.; and leave Chester at 4 mail & 10 a.m., 5½ & 8½ p.m.

| Fares from Birkenhead to | 1st class 2nd class 3d class. |       |       |
|--------------------------|-------------------------------|-------|-------|
|                          | s. d.                         | s. d. | s. d. |
| Bebington                | 0 9                           | 0 6   | 0 4   |
| Hooton                   | 1 0                           | 0 9   | 0 6   |
| Sutton                   | 1 3                           | 1 0   | 0 9   |
| Mollington               | 2 3                           | 1 9   | 1 3   |
| Chester                  | 2 6                           | 2 0   | 1 6   |
| Birmingham               | 20 6                          | 16 0  | 7 9   |
| London                   | 47 6                          | 34 0  | 17 2  |

Passengers proceeding by the Steam Boat between Monk's Ferry and Liverpool, will have to pay 3d. each.

Day Tickets will be issued at Birkenhead and Chester (returning the same day) 1st class, 3s. 6d.; 2nd class, 2s. 6d.



**34 BOLTON & LEIGH.** Super. H. Bradshaw.

To Liverpool, 8 45 a.m. first class; 7 10 a.m. mixed and 3rd class; 6 30 p.m. 2nd & 3rd class, 11 5 a.m., & 2 40 p.m. mixed.

To Manchester, 8 45 a.m. first class; 7 10 a.m. mixed and 3rd class; 2 40 p.m. mixed; 6 30 p.m. 3rd class.

To Wigan & Preston, 7 10 a.m. mixed & 3rd class; 8 45 a.m., mixed, waiting an hour at Kenyon; 6 30 p.m. 3rd class

To St. Helens, 7 10 a.m. mixed and 3rd class; 11 5 a.m. and 2 40 p.m. mixed; 6 30 p.m. 2nd & 3rd class.

On Sundays to the above named places at 7 30 a.m. & 5 30 p.m. mixed and 3rd class.

From Liverpool, 8 45 a.m. first class; 7 15 a.m. mixed and 3rd class; 10 30 and 4 4 p.m. mixed; 6 30 p.m. 3rd class.

From Manchester, 9 a.m. first class, 7 15 a.m. mixed and 3rd class; 11 15 a.m. and 2 45 p.m. mixed; 6 30 p.m. 2nd & 3rd class

On Sundays from Liverpool or Manchester, 7 30 a.m. and 5 30 p.m. mixed and 3rd class.

From Wigan, 6 40 a.m. and 6 40 p.m. 3rd class; 8 30 and 10 50 a.m. and 2 50 p.m. mixed.

On Sundays, 8 00 a.m. and 6 40 p.m., 3rd class.

From Preston, 6 a.m. and 6 p.m. 3rd class; 8 and 10 20 a.m. and 2 20 p.m. mixed.

On Sundays, 7 45 a.m. and 5 p.m., 3rd class.

From St. Helens, 7 10 a.m. mixed and 3rd class; 10 55 a.m. mixed; 7 p.m. 3rd class. On Sundays, 8 a.m., and 6 p.m. mixed and 3rd class.

\* Stopping on the Liverpool line at Newton only.

FARES.—To Liverpool, 1st cl. 5s. 6d., 2nd cl. 4s.; 3rd cl. 2s. 6d.; Wigan, 2s.—1s. 6d.—1s.; St. Helens, 4s.—3s.—1s. 7d.; Southport, 10s. and 6s. 6d.; Ormskirk, 7s. 6d. and 5s. 6d.

**NEWCASTLE AND NORTH SHIELDS.**

Secretary, William Swan, Esq. Engineer, Robert Nicholson, Esq.  
MONDAYS TO FRIDAYS, INCLUSIVE.

From Newcastle to North Shields, 8, 8½, 9, 9½, 10, 10½, 11, 11½ & 12 a.m.; 1, 2, 2½, 3, 3½, 4, 4½, 5, 6, 7, & 8½ p.m.

From North Shields to Newcastle, 8½, 9, 9½, 10, 10½, 11, 11½, & 12 a.m.; 12½, 1½, 2½, 3, 3½, 4, 4½, 5, 5½, 6½, 7½, & 9 p.m.

**SATURDAYS.**

From Newcastle to North Shields, 8, 8½, 9, 9½, 10, 10½, 11, 11½, and 12 a.m.; 1, 2, 2½, 3, 3½, 4, 4½, 5, 5½, 6, 6½, 7, 7½, 8, 8½, and 9 p.m.

From North Shields to Newcastle, 8½, 9, 9½, 10, 10½, 11, 11½, and 12 a.m.; 12½, 1½, 2½, 3, 3½, 4, 4½, 5, 5½, 6, 6½, 7, 7½, 8, 8½, and 9 p.m.

An early train from Shields every Tuesday morning, for the accommodation of parties attending the Newcastle Cattle Market.

On Sundays from Newcastle, 8, 9, 10, and 10½ a.m.; 1, 2, 3, 4, 5, 6, 7, and 8½ p.m. From North Shields, 8½, 9½, and 10½ a.m.; 1, 1½, 2½, 3½, 4½, 5½, 6½, 7½, and 9 p.m.

FARES.—First class, 9d.; second class, 6d.; third class, 4d. From the intermediate stations, first class, 6d.; second class, 4d. Double tickets, first class, 1s.

**PRESTON & WYRE.** Sec. & Su. H. B. Jones.

Preston to Fleetwood, 10 a.m.; 4 15, and 7 p.m. On SUNDAYS, 8 30 a.m.

Fleetwood to Preston, Liverpool, Manchester, &c., 7 & 9 a.m. 3½ & 6 p.m.; to London, 9 a.m. and 6 p.m.

**On Sundays,**

Preston to Fleetwood 8½ a.m.; Fleetwood to Preston at 4 p.m.

Fleetwood to Preston, Manchester, &c. at 4 p.m.

From Bolton to Fleetwood at 8 45 a.m., 3 and 5 30 p.m.

From Liverpool to Fleetwood, 8 a.m., 2½ and 4 30 p.m. mixed.

From Manchester to Fleetwood, (Victoria station), 8½ a.m., 2½ and 4½ p.m. mixed.

From the New Bailey-street Station, at 8 15 a.m., 2 30 and 4 45 p.m.

FARES.—Fleetwood to Preston (North Union Station), 1st class, 4s.; 2nd class, 3s.; 3rd class, 1s. 9d.; to Poulton, 1s.—9d.—6d.; to Kirkham, 3s.—2s.—1s.; to Chorley, 6s. 6d.—4s. 6d.—2s. 6d.; to Bolton, 8s.—6s.—3s. 6d.; to Manchester, via Bolton, 10s.—7s.—4s. 6d.; to Liverpool, 10s.—7s.

From London to Fleetwood, 10 a.m., 1st class, and 6½ p.m. mail. On SUNDAYS at 8 30 p.m.

FARES.—Passengers to London, first class, £2 16s. 6d.; second class, £1 19s. 6d. Carriages, 4 wheels, £4 13s., 2 wheels, £4 5s. 6d. One horse, £4 7s; two, £7 15s 6d.; three, £10 13s. Dogs, 9s. each.

**WHITBY & PICKERING.**—Worked by Horse-Power.

From York to Pickering a Coach daily, (Sundays excepted,) and from Pickering by railway to Whitby, leaving York at 12, on the arrival of the trains from the South, East, and West, and arriving at Whitby at 6 p.m.

From Whitby to Pickering by railway, and thence to York by Coach daily (Sundays excepted,) leaving Whitby at 6½ a.m., and reaching York by 12 noon, in time for the trains going South, East, and West, to London, Derby, Hull, Leeds, Liverpool, &c.

FARES.—Whitby to Pickering, 4s. inside, 3s. outside. From Whitby to York, 13s. inside, and 8s. outside.

| Down Trains.       |  | Edinburgh to Glasgow. |       |       |         |         |         |       |       | Up Trains.         |               | Glasgow to Edinburgh. |       |       |         |         |       |       |      |      |       |
|--------------------|--|-----------------------|-------|-------|---------|---------|---------|-------|-------|--------------------|---------------|-----------------------|-------|-------|---------|---------|-------|-------|------|------|-------|
| Departs from       |  | 1 & 2                 | 1 & 2 | Gds   | 1, 2, 3 | 1, 2, 3 | 1, 2, 3 | 1 & 2 | mail. | Departs from       |               | 1 & 2                 | 1 & 2 | Gds   | 1, 2, 3 | 1, 2, 3 | 1 & 2 | mail. |      |      |       |
|                    |  | a.m.                  | a.m.  | a.m.  | p.m.    | p.m.    | p.m.    | p.m.  | p.m.  |                    |               | a.m.                  | a.m.  | a.m.  | p.m.    | p.m.    | p.m.  | p.m.  |      |      |       |
| <b>EDINBURGH</b>   |  | 7 0                   | 8 30  | 11 0  | 1 0     | 3 30    | 3 0     | 6 0   | 10 0  | <b>GLASGOW ..</b>  |               | 7 20                  | 8 30  | 11 0  | 1 50    | 3 0     | 6 0   | 10 0  |      |      |       |
| Gogar.....         |  | 7 14                  | ..    | ..    | 1 45    | ..      | ..      | 6 10  | ..    | Bishop-Briggs...   |               | 7 20                  | ..    | ..    | 1 50    | ..      | ..    | 6 15  |      |      |       |
| Ratho.....         |  | 7 24                  | ..    | ..    | 1 56    | 3 15    | 6 18    | ..    | ..    | Kirkintilloch....  |               | 7 30                  | 8 50  | 11 20 | 1 20    | 2 0     | 3 20  | 6 20  |      |      |       |
| Winchburgh.        |  | 7 40                  | ..    | ..    | 2 10    | ..      | 6 30    | ..    | ..    | Croy ..            |               | 7 44                  | ..    | ..    | 2 20    | ..      | ..    | 6 35  |      |      |       |
| <b>Linlithgow</b>  |  | 7 54                  | 9 3   | 11 35 | 1 33    | 2 30    | 3 35    | 6 45  | 10 52 | <b>Castlecairy</b> |               | 7 55                  | 9 10  | 11 40 | 1 35    | 2 40    | 3 40  | 6 45  |      |      |       |
| Pelmont.....       |  | 8 8                   | ..    | 11 46 | ..      | 2 45    | 3 46    | 6 55  | ..    | <b>Falkirk</b>     |               | 8 15                  | 9 24  | 11 54 | 1 48    | 3 5     | 5 4   | 7 5   |      |      |       |
| <b>Falkirk</b>     |  | 8 20                  | 9 20  | 11 56 | 1 50    | 3 0     | 3 56    | 7 5   | 11 15 | Pelmont.....       |               | 8 24                  | ..    | 12 3  | ..      | 3 15    | ..    | 7 15  |      |      |       |
| <b>Castlecairy</b> |  | 8 33                  | 9 33  | 12 10 | 2 5     | 3 25    | 4 10    | 7 22  | 11 35 | <b>Linlithgow</b>  |               | 8 38                  | 9 40  | 12 15 | 2 5     | 3 30    | 4 15  | 7 26  |      |      |       |
| Croy ..            |  | 8 40                  | ..    | ..    | 3 40    | ..      | 7 32    | ..    | ..    | Winchburgh.....    |               | 8 54                  | ..    | ..    | 3 50    | ..      | 7 40  | ..    |      |      |       |
| Kirkintilloch.     |  | 8 50                  | 9 50  | 12 30 | ..      | 4 0     | 4 30    | 7 45  | ..    | Ratho ..           |               | 9 6                   | ..    | ..    | 4 5     | ..      | 7 50  | ..    |      |      |       |
| Bishop-Briggs      |  | 9 5                   | ..    | ..    | 4 10    | ..      | 7 55    | ..    | ..    | Gogar ..           |               | 9 15                  | ..    | ..    | 4 15    | ..      | 8 0   | ..    |      |      |       |
| Arriving at        |  |                       |       |       |         |         |         |       |       | Arriving at        |               |                       |       |       |         |         |       |       |      |      |       |
| <b>GLASGOW</b>     |  | abt                   | 9 30  | 10 10 | 12 50   | 2 40    | 4 30    | 4 50  | 8 15  | 12 30              | <b>EDINB.</b> |                       | about | 9 30  | 10 15   | 12 50   | 2 40  | 4 30  | 4 50 | 8 15 | 12 30 |

| Fares<br>from    |       | 1Cls  | 2Cls  | 3Cls  | 4Cls  |
|------------------|-------|-------|-------|-------|-------|
| Edinburgh.       | s. d. | s. d. | s. d. | s. d. | s. d. |
| Gogar .....      | 0 9   | 00    | 60    | 40    | 40    |
| Ratho .....      | 1 41  | 00    | 80    | 80    | 40    |
| Winchburgh..     | 2 01  | 61    | 00    | 80    | 80    |
| Linlithgow...    | 3 02  | 31    | 61    | 00    | 80    |
| Pelmont .....    | 3 92  | 92    | 01    | 20    | 40    |
| Falkirk .....    | 4 63  | 32    | 31    | 40    | 40    |
| Castlecary ..    | 5 64  | 02    | 92    | 00    | 80    |
| Croy .....       | 6 04  | 63    | 02    | 20    | 20    |
| Kirkintilloch..  | 7 05  | 03    | 62    | 30    | 60    |
| Bishop-Briggs    | 7 65  | 63    | 92    | 60    | 60    |
| Glasgow.....     | 8 06  | 04    | 02    | 60    | 60    |
| From<br>Glasgow. |       |       |       |       |       |
| Bishop-Briggs    | 0 80  | 60    | 30    | 20    | 20    |
| Kirkintilloch..  | 1 00  | 60    | 40    | 30    | 20    |
| Croy .....       | 2 01  | 00    | 90    | 40    | 20    |
| Castlecary ..... | 2 92  | 01    | 00    | 30    | 20    |
| Falkirk .....    | 4 03  | 01    | 91    | 30    | 20    |
| Pelmont .....    | 4 53  | 32    | 31    | 20    | 20    |
| Linlithgow ..... | 5 33  | 92    | 61    | 20    | 20    |
| Winchburgh..     | 6 34  | 63    | 02    | 20    | 20    |
| Ratho .....      | 7 05  | 03    | 62    | 20    | 20    |
| Gogar .....      | 7 65  | 63    | 92    | 20    | 20    |
| Edinburgh.....   | 8 06  | 04    | 02    | 20    | 20    |

**Sunday Trains.**—These trains start from each end at 8 a.m. and 4 p.m., with 1st, 2nd, and 3rd class carriages, calling at all the stations, and departing therefrom at the same time as the daily 6 p.m. train, making allowance for the difference in the hours of starting.

**SATURDAY TICKETS.**—One or more persons going to or from Edinburgh and Glasgow, at or after three o'clock on Saturday, may return by any train up to 11 a.m. on the following Monday, at 10s. first class, 7s. 6d. second class, and 5s. third class.

The third class carriages by the 1 30 p.m. trains, and by the trains on Sundays, will have seats and covers; fare for the whole distance, 3s. 10d.

## HAYLE AND REDRUTH.

| Down Trains.                                         |                       | Up Trains.                                             |                       |
|------------------------------------------------------|-----------------------|--------------------------------------------------------|-----------------------|
| Omnibus from Truro, 7 a.m.—Rail from Redruth, 9 a.m. |                       | Omnibus from Penzance, 8 a.m.—Rail from Hayle, 10 a.m. |                       |
| " " 10 " " " 12 noon                                 | " " 11 " " " 1 p.m.   | " " 11 " " " 1 p.m.                                    | " " 11 " " " 1 p.m.   |
| " " 2 p.m.—" " 4 p.m.                                | " " 2 p.m.—" " 4 p.m. | " " 2 p.m.—" " 4 p.m.                                  | " " 2 p.m.—" " 4 p.m. |

FARES from Truro to Penzance—First class, 3s. 3d.; Second class, 2s. 3d.; Third class, 2s.

MARYPORT & CARLISLE.

Through Trains, from **Maryport to Carlisle**, at 7 30 a.m., 12 noon, and 4 30 p.m.  
**Carlisle to Maryport**, at 10 30 a.m., 2 30 and 6 15 p.m.  
 Short trains from **Maryport to Arkleby**, at 6 and 10 a.m., 2 and 4 30 p.m.; to  
**Bull-Gill** at 7 30 a.m.; to **D. Bridge**, 12 5 noon.  
 From **Arkleby to Maryport** at 6 45 and 10 45 a.m., 2 45 and 5 15 p.m.; from **Bull-  
 Gill** at 8 a.m.; from **D. Bridge** at 12 30 p.m.  
 The Maryport and Carlisle Railway Company run a Coach to and from Whitehaven in con-  
 nection with the through trains.  
**Fares**—Whitehaven to Carlisle, inside 10s., outside 7s.; Maryport to Carlisle, inside 5s. 6d.,  
 outside 4s.



| Mls. | DOWN TRAINS.          | Week Days. |       |      |      | Sundays. |       |      | Fares. |       |       |
|------|-----------------------|------------|-------|------|------|----------|-------|------|--------|-------|-------|
|      |                       | 1          | 2     | 3    | 4    | 1        | 2     | 3    | 1st    | 2nd   | 3rd   |
|      |                       | a.m.       | a.m.  | p.m. | p.m. | a.m.     | p.m.  | p.m. | Class  | Class | Class |
|      | <b>Norwich</b> .....  | a.m.       | a.m.  | p.m. | p.m. | a.m.     | p.m.  | p.m. | s. d.  | s. d. | s. d. |
| 6    | Brundall .....        | 8 45       | 11 0  | 4 10 | 7 10 | 8 30     | *2 30 | 7 0  | 1      | 0     | 0     |
| 8    | Buckenham .....       | 9 0        | 11 15 | 4 15 | 7 15 | 8 45     | 2 45  | 7 15 | 1      | 6     | 1     |
| 10   | Cantley .....         | 9 5        | 11 20 | 4 20 | 7 20 | 8 50     | 2 50  | 7 20 | 2      | 0     | 1     |
| 12   | Reedham .....         | 9 10       | 11 25 | 4 25 | 7 25 | 8 55     | 2 55  | 7 25 | 2      | 6     | 1     |
| 20½  | <b>Yarmouth</b> ..... | ..         | ..    | ..   | ..   | ..       | ..    | ..   | 3      | 6     | 2     |
|      | <b>UP TRAINS.</b>     | 1          | 2     | 3    | 4    | 1        | 2     | 3    | 1st    | 2nd   | 3rd   |
|      |                       | a.m.       | noon. | p.m. | p.m. | a.m.     | p.m.  | p.m. | Class  | Class | Class |
|      | <b>Yarmouth</b> ..... | 10 0       | 12 *0 | 3 0  | 8 0  | 9 30     | *6 0  | 8 0  | 1      | 6     | 1     |
| 8    | Reedham .....         | 10 10      | 12 10 | 3 10 | 8 10 | 9 40     | 6 10  | 8 10 | 2      | 0     | 1     |
| 10   | Cantley .....         | 10 15      | 12 15 | 3 15 | 8 15 | 9 45     | 6 15  | 8 15 | 2      | 0     | 1     |
| 12   | Buckenham .....       | 10 20      | 12 20 | 3 20 | 8 20 | 9 50     | 6 20  | 8 20 | 2      | 6     | 1     |
| 14   | Brundall .....        | 10 25      | 12 25 | 3 25 | 8 25 | 9 55     | 6 25  | 8 25 | 3      | 0     | 2     |
| 20½  | <b>Norwich</b> .....  | ..         | ..    | ..   | ..   | ..       | ..    | ..   | 3      | 6     | 2     |

\* Third class covered carriages by these trains at 1d. per mile.

Omnibuses will run from Beccles to the Reedham station on Mondays, Wednesdays, Saturdays, and Sundays.

Tickets between Yarmouth and Norwich, to go and return the same day, 1st class 5s., 2nd 4s., open carriage 2s.

Monthly tickets may be had on application to the Secretary.

Children in arms free, under ten years of age half price.

Horses and Carriages to and from Norwich and Yarmouth conveyed as follows:—One horse 7s., two horses (one property and in same box) 10s., three horses (one property and in same box) 14s.; Carriages, four wheels 10s., two wheels 7s. Dogs, 1s. each.

Secretary, A. F. Morcom.

TAFF VALE.

Engs., R. Stephenson &amp; G. P. Bidder. Sup., E. Highton.

| DOWN TRAINS.                 | 1st, 2nd, & 3rd class. |      |      | FARES.     |            |            | UP TRAINS.                | 1st, 2nd, & 3rd class. |       |       | FARES.     |            |            |
|------------------------------|------------------------|------|------|------------|------------|------------|---------------------------|------------------------|-------|-------|------------|------------|------------|
|                              | TRAINS LEAVE           |      |      | 1st class. | 2nd class. | 3rd class. |                           | TRAINS LEAVE           |       |       | 1st class. | 2nd class. | 3rd class. |
|                              | a.m.                   | p.m. | p.m. | s. d.      | s. d.      | s. d.      |                           | s. d.                  | s. d. | s. d. |            |            |            |
| <b>Merthyr</b> .....         | 9 0                    | 1 30 | 5 30 | ..         | ..         | ..         | <b>Cardiff Docks</b> ..   | 8 15                   | 12 45 | 4 45  | ..         | ..         | ..         |
| Roedryhiw.....               | 9 10                   | 1 40 | 5 40 | 0 6        | 0 4        | 0 3        | <b>Cardiff</b> .....      | 8 30                   | 1 0   | 5 0   | ..         | ..         | ..         |
| Navigation House.....        | 9 47                   | 2 17 | 6 17 | 1 6        | 1 0        | 0 8        | Llandaff.....             | 8 29                   | 1 9   | 5 9   | 0 8        | 0 4        | 0 3        |
| Newbridge.....               | 9 59                   | 2 29 | 6 29 | 2 0        | 1 6        | 1 0        | Penttyrch.....            | 8 50                   | 1 20  | 5 20  | 1 0        | 0 8        | 0 6        |
| Taff's Well.....             | 10 19                  | 2 49 | 6 49 | 2 9        | 2 0        | 1 4        | Taff's Well.....          | 8 58                   | 1 28  | 5 28  | 1 3        | 1 0        | 0 8        |
| Penttyrch.....               | 10 27                  | 2 57 | 6 57 | 3 0        | 2 4        | 1 6        | Newbridge.....            | 9 17                   | 1 47  | 5 47  | 2 0        | 1 6        | 1 0        |
| Llandaff.....                | 10 37                  | 3 7  | 7 7  | 3 6        | 2 8        | 1 9        | Navigation House..        | 9 32                   | 2 2   | 6 2   | 2 8        | 2 0        | 1 4        |
| <b>Cardiff</b> .....         | 10 49                  | 3 19 | 7 19 | 4 0        | 3 0        | 2 0        | Roedryhiw.....            | 10 7                   | 2 37  | 6 37  | 3 6        | 2 9        | 1 9        |
| <b>Cardiff Docks</b> .. arr. | 11 0                   | 3 30 | 7 30 | ..         | ..         | ..         | <b>Merthyr</b> .. arrival | 10 19                  | 2 49  | 6 49  | 4 0        | 3 0        | 2 0        |

ON SUNDAYS from Cardiff at 8 a.m., and 3½ p.m.; from Merthyr at 8½ a.m., and 4 p.m., for the conveyance of passengers only. Passengers may be conveyed from the terminus at the Cardiff Docks, to the Cardiff station, to be there booked, for which purpose one of the company's carriages will leave the terminus at the advertised time.

Children under ten years of age, in the first and second class carriages, will be charged half-price. No half-price will be allowed in the third class carriages.

Parcels may be booked at the railway station, the charge for which will be 1s. for parcels not exceeding 1 cwt., including all expenses for carriage, portage, and delivery.

**GARNKIRK & GLASGOW.**

Glasgow to Coatbridge, &c. \*7, 9 $\frac{1}{2}$ , & \*11 $\frac{1}{2}$  a.m., 1 $\frac{1}{2}$ , \*4 $\frac{1}{2}$ , & 6 p.m.  
Coatbridge to Glasgow, &c. 9 & 11 a.m., 1 45, 3, 5 $\frac{1}{2}$ , and 7 p.m.

\* These trains take the Wishaw and Coltness Railway passengers.

To Glasgow, from Lanark, per coach, to Carlisle station, at 7 25 and 11 40 a.m.; and 4 40 p.m.

Airdrie and Glasgow.—Omnibuses for Passengers leave the Royal Hotel, Airdrie, 20 minutes before each of the above-stated hours of the trains from Coatbridge, (except the 3 p.m. train), and return on the arrival of the trains from Glasgow. Fare 3d.

**DUNDEE AND NEWTYLE.**

Manager & Secretary, R. Baird. Engr., D. West.

Dundee to Newtyle at 8 and 11 a.m., and 4 $\frac{1}{2}$  p.m.

Newtyle to Dundee at the same hours.

Additional Trains, on Tuesdays and Fridays, from Dundee and Newtyle at 2 p.m.

From Newtyle to Coupar Angus and Glammiss, immediately on the arrival of the trains from Dundee, which is about 9 a.m., 12 noon, & 5 $\frac{1}{2}$  p.m.

From Coupar Angus to Newtyle, 7 $\frac{1}{2}$ , 10 $\frac{1}{2}$  a.m., and 4 p.m.

From Glammiss to Newtyle, at 7 and 10 a.m., and 3 $\frac{1}{2}$  p.m.

**ARBROATH AND FORFAR.—15 Miles.**

Secretary, J. Macdonald. Manager & Super., Alexander Allan.

From Forfar to Arbroath, 7 and 10 $\frac{1}{2}$  a.m. 1 $\frac{1}{2}$ , and 4 $\frac{1}{2}$  p.m.

From Arbroath to Forfar, 9 a.m., 12 10, 3 $\frac{1}{2}$ , and 5 $\frac{1}{2}$  p.m.

FARES.—First class, 2s 3d; second class, 1s 9d; third, 1s 3d.

**PAISLEY AND RENFREW.**

THE SUMMER HOURS ARE,

From Paisley at 6 10 a.m., and ten minutes after every succeeding hour until 8 10 p.m.

From Renfrew at 6 $\frac{1}{2}$  a.m. and a quarter from every succeeding hour until 8 $\frac{1}{2}$  p.m.

WINTER HOURS ARE,

From Paisley, 6 $\frac{1}{2}$  a.m. and every hour from  $\frac{1}{2}$  past 8 a.m. until  $\frac{1}{2}$  past 6 p.m.

From Renfrew, from  $\frac{1}{2}$  before 9 a.m. until  $\frac{1}{2}$  before 7 p.m.

FARES.—First class, 6d; second class, 4d.

**GLASGOW, PAISLEY, & GREENOCK.—22 $\frac{1}{2}$  Mls.**

From Glasgow, at 9 and \*11 a.m., 1, \*3, & 5 p.m.

From Greenock, at \*9 $\frac{1}{2}$  & 10 $\frac{1}{2}$  a.m., 12 $\frac{1}{2}$ , \*3 $\frac{1}{2}$ , & \*5 $\frac{1}{2}$  p.m.

No trains on Sunday.

\* Stop at the Houston and Bishopton Stations when required.

All the trains stop at the Paisley and Port Glasgow stations.

Fares between Glasgow and Greenock—First Class, 2s. 6d.; second class, 1s. 6d.; and third class 1s.

Goods Trains: from Glasgow at 8 a.m. and 4 p.m.

From Greenock at 8 $\frac{1}{2}$  a.m. and 4 p.m.

Third class passengers will be conveyed by these trains, fare 6d.

**GLASGOW, PAISLEY, KILMARNOCK, & Ayr**

51 Mls. Sec., J. Fairfull Smith. W. Johnstone, Engineer

and Manager. J. Miller, Consulting Engineer.

Glasgow to Ayr, Ardrossan, and Kilmarnock; 7 $\frac{1}{2}$  and 10 $\frac{1}{2}$  a.m.

1 $\frac{1}{2}$ , and 4 $\frac{1}{2}$  p.m. From Glasgow to Kilmarnock at 6 a.m. This

train runs in connexion with the Standard coach to Dumfries, Carlisle, &c., calling only at Paisley and Beith.

Ayr to Glasgow, Kilmarnock, &c., 8 and 11 a.m., 2 and 5 p.m.

From Kilmarnock to Glasgow, Ayr, &c., at 8 20 & 11 20 a.m., 2 20 and 5 20 p.m.

From Glasgow to Johnstone by all except the 6 a.m. train;

and from Johnstone by all the trains from Ayr; with an additional

train each way, at \*6 $\frac{1}{2}$  p.m. from Glasgow, & \*7 $\frac{1}{2}$  p.m. to Glasgow

From Glasgow to Ardrossan at 3 $\frac{1}{2}$  p.m. on Mondays, Tuesdays,

Thursdays and Fridays.

FARES from Glasgow to Johnstone, 1s 6d—1s—8d; to Loch

winnoch, 2s 6d—1s 8d—1s 3d; to Beith, 2s 9d—2s—1s 4d; to

Kilbirnie, 3s—2s 2d—1s 6d; to Dalry, 3s 6d—2s 3d—1s 9d; to

Kilwinning, 4s—2s 9d—2s; Irvine, 4s 6d—3s—2s 3d; to Troon,

5s—3s 6d—2s 6d; Monkton and Prestwick, 5s 6d—3s 9d—2s. 9d;

Ayr, 6s—4s—3s.; to Kilmarnock 4s—3s—2s.

The trains only which leave Glasgow at 7 $\frac{1}{2}$  a.m. 4 $\frac{1}{2}$  & 6 $\frac{1}{2}$  p.m., Ayr

at 8 a.m. & 5 p.m., Kilmarnock at 8 20, & 11 20 a.m. & 5 20 p.m. &

Johnstone at 7 $\frac{1}{2}$  p.m. will have 1st, 2d, and 3rd class carriages

throughout; the others will have 1st and 2d only.

**DUNDEE AND ARBROATH.—16 $\frac{1}{2}$  Miles.**

Secretaries, Messrs. Shiell & Small. Engrs., Grainger & Millar, Edinburgh.

From Dundee 7 45 and 10 $\frac{1}{2}$  a.m. mail, 1 $\frac{1}{2}$ , 4 $\frac{1}{2}$ , 6 $\frac{1}{2}$ , and 8 $\frac{1}{2}$  p.m.

to Broughty Ferry only.

From Arbroath 8 $\frac{1}{2}$  and 10 $\frac{1}{2}$  a.m. mail, 1 $\frac{1}{2}$ , 4, 6, (and 9 p.m.

from Broughty Ferry.)

FARES—Dundee to Arbroath, 2s 6d—2s—1s 6d. Mail, s—2s 6d—2s

The trains will stop at Deyhouse on Tuesdays and Fridays twice.

The mail train from Dundee will stop at East Haven on Satur-

days only, and from Arbroath at Monifieth on Tuesdays, and at

East Haven and Monifieth on Fridays.



## IRELAND.—DUBLIN AND DROGHEDA

| Dist. from<br>Dublin. | STATIONS.             | DOWN TRAINS.            |                          |                          |                |                |                          |
|-----------------------|-----------------------|-------------------------|--------------------------|--------------------------|----------------|----------------|--------------------------|
|                       |                       | 7½                      | 9                        | 12                       | 3              | 5              | 8½                       |
|                       |                       | a. m.<br>Mail,<br>Mixed | a. m.<br>1 & 2<br>class. | noon.<br>1 & 2<br>class. | p. m.<br>Mixed | p. m.<br>Mixed | p. m.<br>1 & 2<br>class. |
| Mls                   | DUBLIN .... leaves    | 7 30                    | 9 0                      | 12 0                     | 3 0            | 5 0            | 8 15                     |
| 1½                    | Clontarf .... arrival | 7 35                    | ..                       | ..                       | 3 4            | 5 5            | ..                       |
| 2½                    | Raheny .....          | 7 45                    | ..                       | 12 14                    | 3 14           | 5 15           | ..                       |
| 3½                    | Baldoyle .....        | 7 50                    | ..                       | 12 18                    | 3 19           | 5 20           | ..                       |
| 4½                    | Portmarnock ..        | 7 56                    | ..                       | ..                       | 3 25           | 5 26           | ..                       |
| 9                     | Malahide .....        | 8 5                     | 9 20                     | 12 30                    | 3 33           | 5 35           | 8 35                     |
| 11½                   | Donabate .....        | 8 12                    | ..                       | ..                       | 3 40           | 5 42           | ..                       |
| 14                    | Rush and Lusk ..      | 8 20                    | ..                       | 12 42                    | 3 48           | 5 50           | ..                       |
| 17½                   | Skerries .....        | 8 31                    | ..                       | 12 52                    | 3 58           | 6 1            | ..                       |
| 21                    | Balbriggan .....      | 8 43                    | 9 47                     | 1 2                      | 4 10           | 6 13           | 9 2½                     |
| 27                    | Laytown .....         | 9 0                     | ..                       | ..                       | 4 26           | 6 30           | ..                       |
| 28½                   | Bettystown .....      | 9 6                     | ..                       | 1 21                     | 4 32           | 6 35           | ..                       |
| 31½                   | DROGHEDA .....        | 9 15                    | 10 10                    | 1 30                     | 4 40           | 6 45           | 9 25½                    |

ON SUNDAYS, at 9 a.m. and 8½ p.m. mails; 11 a.m., 1, 3, 5

| Dist. from<br>Drogheda. | STATIONS.             | UP TRAINS.                        |                |                |                          |                          |                |
|-------------------------|-----------------------|-----------------------------------|----------------|----------------|--------------------------|--------------------------|----------------|
|                         |                       | 3 5                               | 8              | 11             | 1                        | 3½                       | 5 4            |
|                         |                       | a. m.<br>Mail,<br>1 & 2<br>class. | a. m.<br>Mixed | a. m.<br>Mixed | p. m.<br>1 & 2<br>class. | p. m.<br>1 & 2<br>class. | p. m.<br>Mixed |
| Mls                     | DROGHEDA .. leaves    | 3 5                               | 8 0            | 11 0           | 1 0                      | 3 35                     | 5 0 8          |
| 3                       | Bettystown .. arrival | ..                                | 8 10           | 11 9           | ..                       | ..                       | 5 10 8         |
| 4½                      | Laytown .....         | ..                                | 8 15           | 11 14          | ..                       | ..                       | 5 15 8         |
| 10                      | Balbriggan .....      | 3 25                              | 8 22           | 11 30          | 1 22                     | 3 55                     | 5 32 9         |
| 14                      | Skerries .....        | ..                                | 8 43           | 11 41          | 1 33                     | ..                       | 5 43 9         |
| 17½                     | Rush and Lusk ..      | ..                                | 8 57           | 11 56          | 1 47                     | ..                       | 5 57 9         |
| 20½                     | Donabate .....        | ..                                | 9 5            | 12 2           | ..                       | ..                       | 6 5 9          |
| 22                      | Malahide .....        | 3 55                              | 9 12           | 12 9           | 2 0                      | 4 25                     | 6 12 9         |
| 25                      | Portmarnock .....     | ..                                | 9 19           | 12 16          | ..                       | ..                       | 6 19 9         |
| 26½                     | Baldoyle .....        | ..                                | 9 25           | 12 22          | 2 10                     | ..                       | 6 25 9         |
| 28                      | Raheny .....          | ..                                | 9 33           | 12 29          | 2 18                     | ..                       | 6 33 10        |
| 30½                     | Clontarf .....        | ..                                | 9 40           | 12 36          | ..                       | ..                       | 6 40 10        |
| 31½                     | DUBLIN .....          | 4 15                              | 9 45           | 12 40          | 2 30                     | 4 45                     | 6 45 10        |

ON SUNDAYS, at 3 a.m. and 3½ p.m. mails; 8 and 10 a.m., 1, 5,

Quick Trains are despatched from Dublin at 9 a.m., 12 n., and Drogheda at 3 a.m., 1 and 3½ p.m., carrying first and second class fares—1st class 4s. 6d., second class 3s. for the whole distance.

## DUBLIN AND KINGSTOWN

Clerk, Thomas F. Bergin, Esq.  
Engineer in Chief, C. Vignoles, Esq.

## FARES.

| 1st | 2nd    | 3rd   |
|-----|--------|-------|
| ss. | class. | class |
| 4   | 3      | 2     |
| 6   | 0      | 4     |
| 8   | 0      | 4     |
| 10  | 0      | 7     |
| 0   | 0      | 8     |
| 6   | 1      | 0     |
| 9   | 1      | 2     |
| 3   | 1      | 6     |
| 9   | 1      | 9     |
| 6   | 2      | 3     |
| 0   | 2      | 4     |
| 9   | 2      | 6     |

1. mixed.

## FARES.

| 1st | 2nd    | 3rd   |
|-----|--------|-------|
| ss. | class. | class |
| 6   | 0      | 4     |
| 8   | 0      | 6     |
| 10  | 0      | 8     |
| 12  | 0      | 10    |
| 14  | 0      | 12    |
| 16  | 0      | 14    |
| 18  | 0      | 16    |
| 20  | 0      | 18    |
| 22  | 0      | 20    |
| 24  | 0      | 22    |
| 26  | 0      | 24    |
| 28  | 0      | 26    |
| 30  | 0      | 28    |
| 32  | 0      | 30    |

1. mixed.

## BELFAST TO PORTADOWN

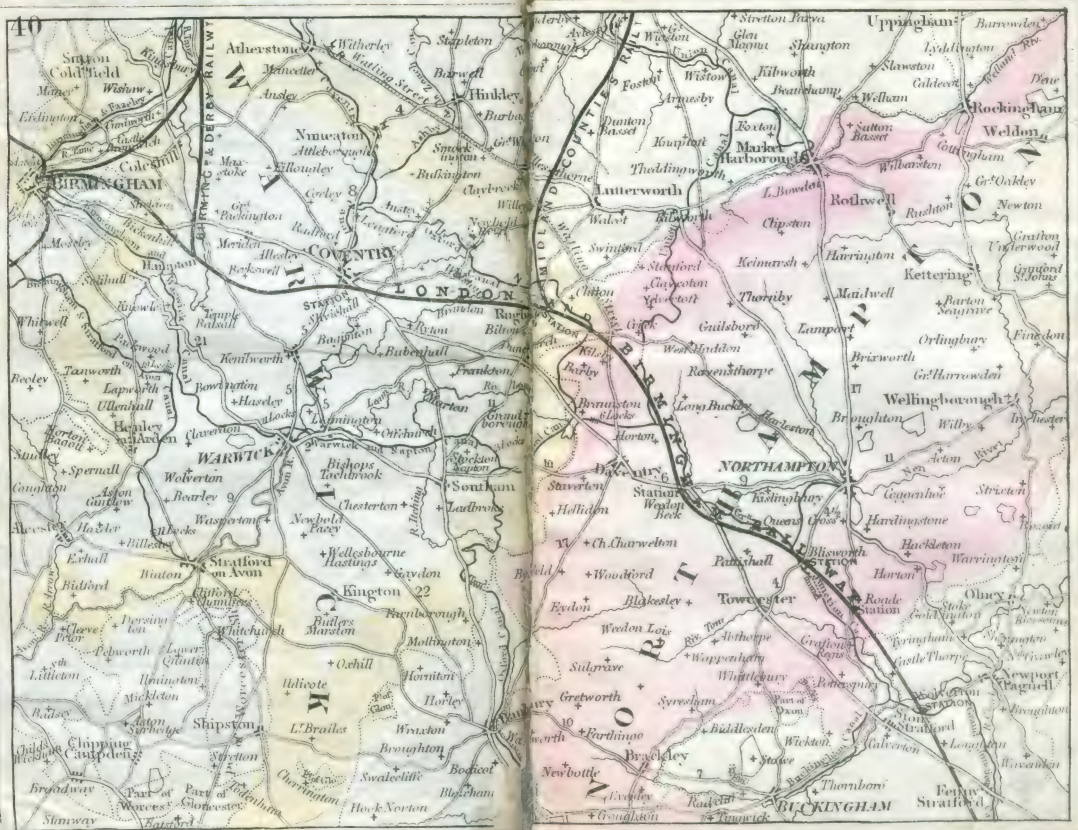
From Belfast to Portadown, 8 and 10\* in the morning 12\*, 2, 4½\*, and 6½\* in the afternoon.

From Portadown to Belfast, 8 10\* and 10 10 a.m., 12 10\*, 2 10, 4 40\*, and 6 40\* p.m.

ON SUNDAYS, from Belfast, 9\* a.m., 3\* and 6\* p.m.; from Portadown, 9 10 a.m. 3 10 and 6 10 p.m.

FARES.—From Belfast to Lisburn, 9d. 6d., 4d.; to Moira, 1s. 6d., 1s., 8d.; to Lurgan, 2s., 1s. 6d., 1s.; to Portadown 2s. 6d., 2s., 1s. 4d.

\* Trains thus marked stop at Dummurry.

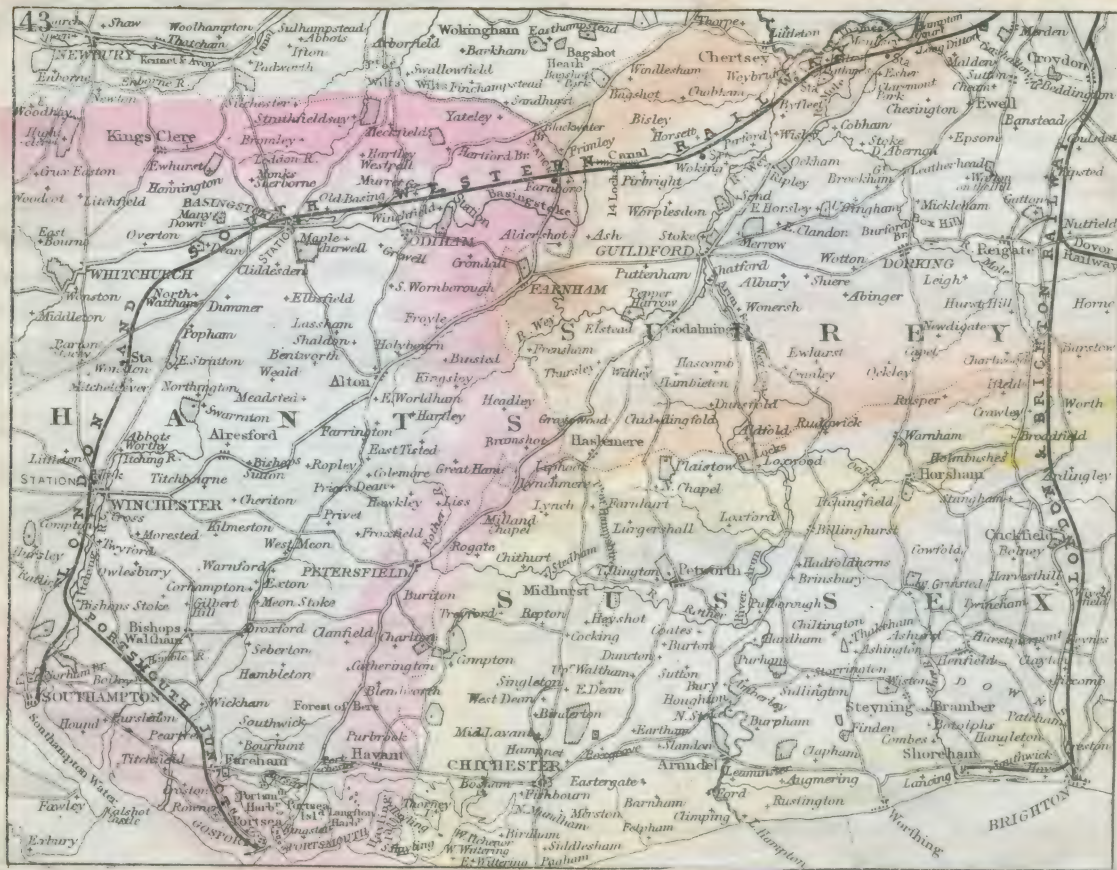




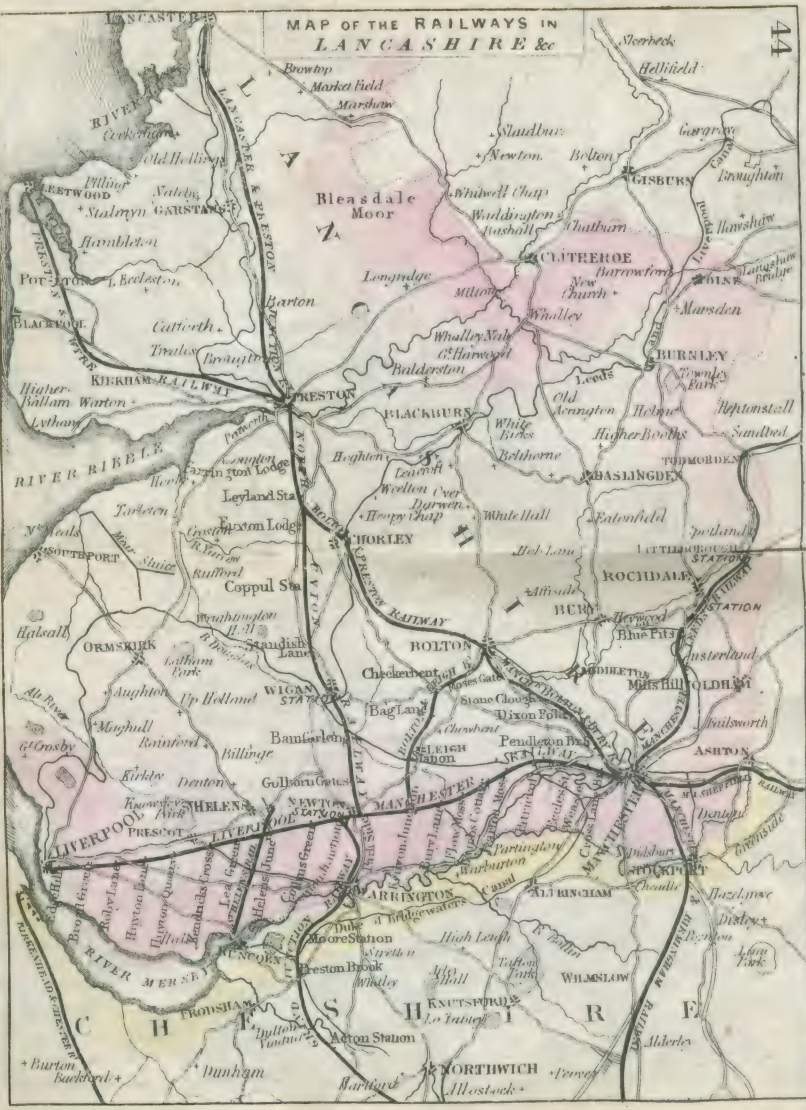








# MAP OF THE RAILWAYS IN LANCASHIRE &c



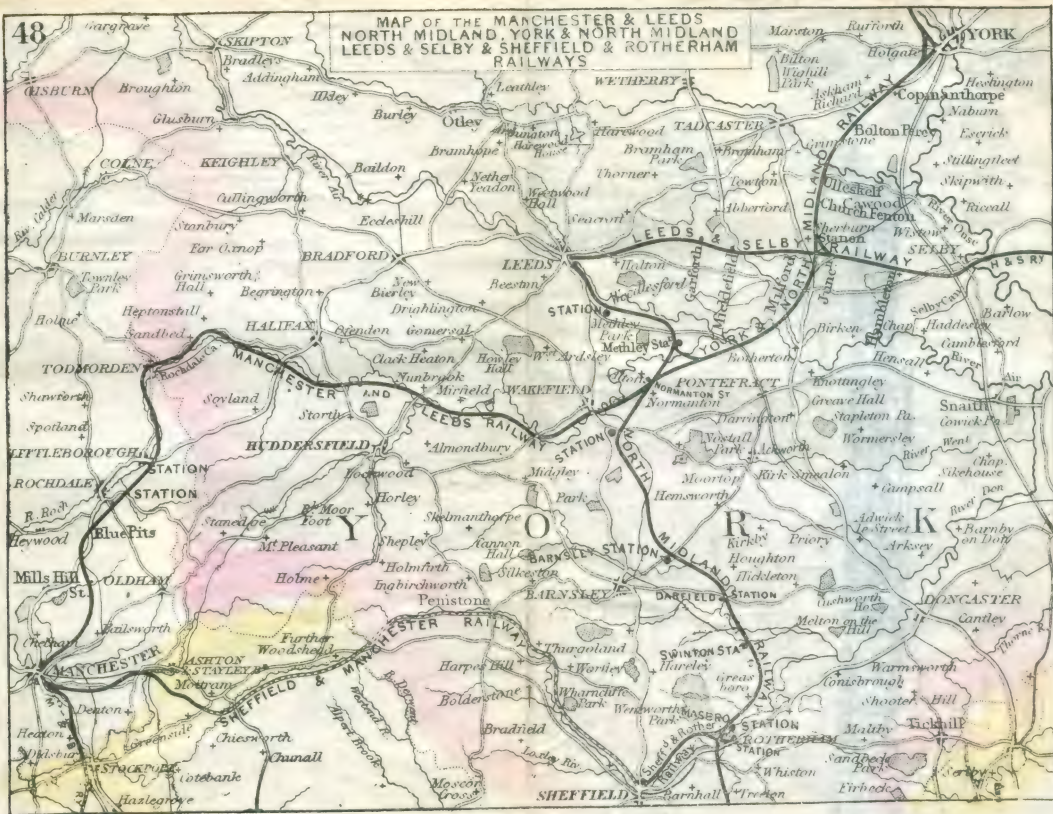


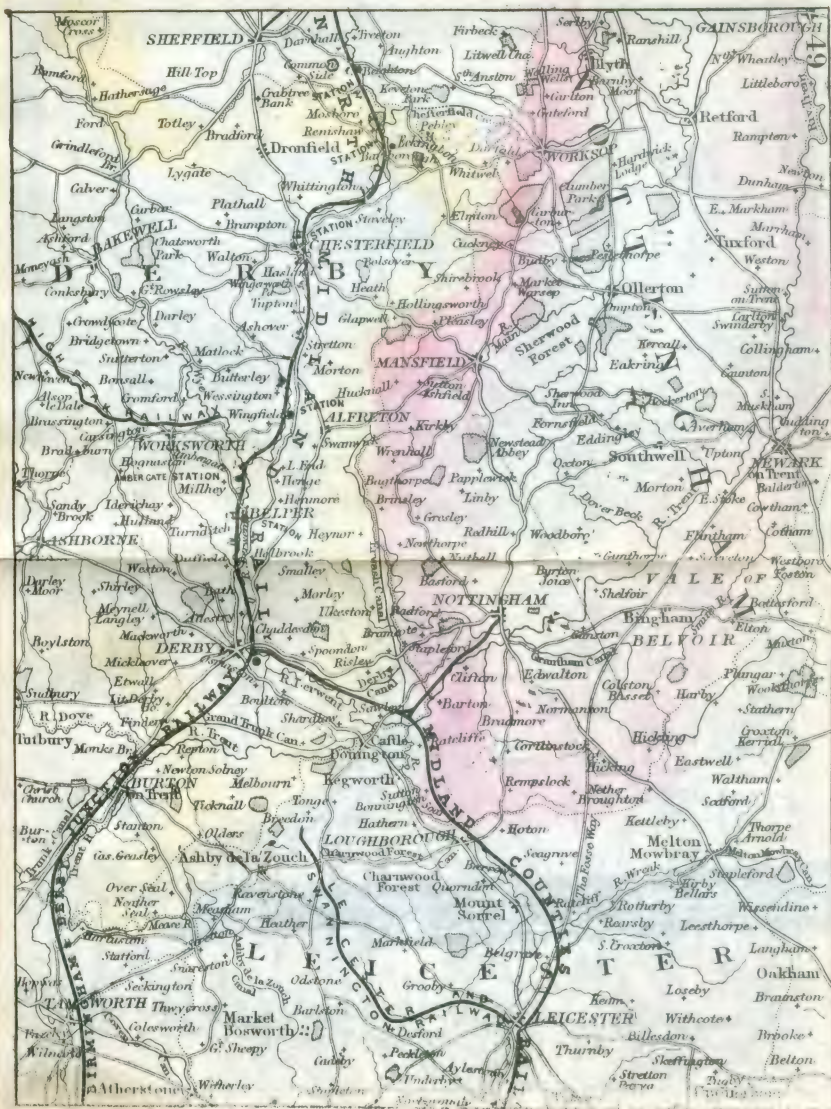






MAP OF THE MANCHESTER & LEEDS  
NORTH MIDLAND, YORK & NORTH MIDLAND  
LEEDS & SELBY & SHEFFIELD & ROTHERHAM  
RAILWAYS







# OXFORD

NEW UNIVERSITY  
PRESIDENTIAL MANSION

COLLEGES, HALLS, and CHURCHES.

- |                   |                             |
|-------------------|-----------------------------|
| A Jesus Coll      | K Corpus Coll               |
| B Exeter Coll     | L St Marys Hall             |
| C Lincoln Coll    | M Magdalen Hall             |
| D University Coll | N St Edmund Hall            |
| E All Souls Coll  | O All Souls Hall            |
| F New Coll        | P New Inn Hall              |
| G Queens Coll     | Q St Marys Ch               |
| H Brasenose Coll  | R St Peter Ch in the Paroch |
| I Oriel Coll      | S St Peter Ch               |
| J Pembroke Hall   | T St Alban Ch               |

PUBLIC BUILDINGS, HOTELS, STREETS &c

- |                    |                     |
|--------------------|---------------------|
| 1 Post Office      | 8 Oriel St          |
| 2 Town Hall        | 9 Angel Hotel       |
| 3 Police Office    | 10 Kings Arms Hotel |
| 4 Star Hotel       | 11 Theatre          |
| 5 Martyrs Memorial | 12 Museum           |
| 6 Taylor Building  | 13 The Schools      |
| 7 Mitre Hotel      |                     |

50

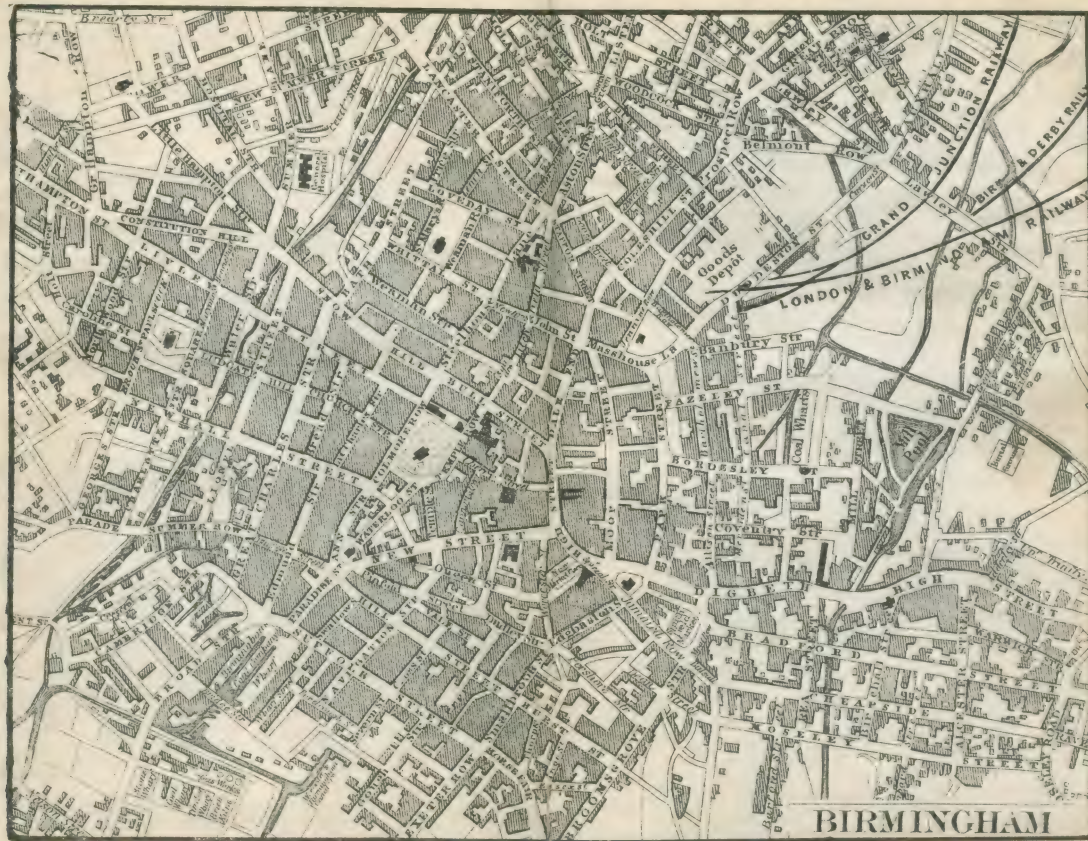


# BRISTOL.

51















Drawn & Engraved by J. Bowditch

### Name

|                                                   | Mile | Amt. of share. |                                   | Miles. | Amount of share. |
|---------------------------------------------------|------|----------------|-----------------------------------|--------|------------------|
| 1. Birmingham & Derby Junction                    | 38½  | £ 100          | 21. Manchester and Birmingham     | 45     | £70              |
| 2. Birmingham and Gloucester ..                   | 52   | 100            | 21. Manchester & Birmingham Ex    |        | 70               |
| 3. Birmingham, Bristol, & Thames Junction .. .. . | 3    | 20             | 22. Manchester and Leeds ..       | 60     | 100              |
| 4. Bolton and Leigh .. .. .                       | 10   | 100            | 23. Manchester, Bolton, & Bury    | 10     | 100              |
| 4. Kenyon and Leigh .. .. .                       | 10   | 100            | 24. Maryport and Carlisle ..      | 28     | 50               |
| 5. Bristol and Exeter .. .. .                     | 76   | 100            | 25. Midland Counties .. .. .      | 57     | 100              |
| 6. Bolton and Preston .. .. .                     | 14   | 50             | 26. Newcastle and Carlisle ..     | 61     | 100              |
| 7. Chester and Birkenhead ..                      | 15   | 50             | 27. Newcastle and North Shields   | 6½     | 50               |
| 7. Chester and Crewe .. .. .                      | 18   | 50             | 28. North Midland .. .. .         | 72     | 100              |
| 9. Cromford and High Peak ..                      | 32½  | —              | 29. North Union .. .. .           | 22     | 75               |
| 8. Croydon .. .. .                                | 10   | —              | 30. Northern and Eastern ..       | 52     | 100              |
| 10. Eastern Counties .. .. .                      | 126  | 25             | 31. St. Helen's and Runcorn Gap   | 8      | 100              |
| 11. Grand Junction .. .. .                        | 97   | —              | 32. Sheffield and Manchester ..   | 40     | 100              |
| 12. Great North of England ..                     | 74   | 100            | 33. Sheffield and Rotherham ..    | 6      | 25               |
| 13. Great Western .. .. .                         | 117  | 100            | 34. Stockton and Darlington ..    | 25     | 100              |
| 14. Hull and Selby .. .. .                        | 30   | 50             | 35. York and North Midland ..     | 23     | 50               |
| 15. Lancaster and Preston Junction                | 20   | 50             | 36. South Eastern and Dover ..    | 67     | 50               |
| 16. Leeds and Selby .. .. .                       | 20   | 100            | 37. Canterbury and Whitstable     | 6      | 50               |
| 17. Leicester and Swannington ..                  | 16   | 50             | 38. Greenwich .. .. .             | 4      | 20               |
| 18. Liverpool and Manchester ..                   | 31   | 100            | 39. Preston and Wyre .. .. .      | 19     | 50               |
| 19. London and Birmingham ..                      | 112  | 100            | 40. Taff Vale .. .. .             | —      | —                |
| 20. London and Southampton ..                     | 76   | —              | 41. Manchester & Bolton Extension | —      | —                |
|                                                   |      |                | 42. London and Brighton ..        | 46     | —                |





| Name                                      |     | Mile | Amt. of share. | Name                              |    | Miles | Amount of share. |
|-------------------------------------------|-----|------|----------------|-----------------------------------|----|-------|------------------|
| 1. Birmingham & Derby Junction            | 384 | £    | 100            | 21. Manchester and Birmingham     | 45 | £     | 70               |
| 2. Birmingham and Gloucester              | 52  |      | 100            | 21. Manchester & Birmingham Ex    |    |       | 70               |
| 3. Birmingham, Bristol, & Thames Junction | 3   |      | 20             | 22. Manchester and Leeds          | 60 |       | 100              |
| 4. Bolton and Leigh                       | 10  |      | 100            | 23. Manchester, Bolton, & Bury    | 10 |       | 100              |
| 4. Kenyon and Leigh                       | 10  |      | 100            | 24. Maryport and Carlisle         | 28 |       | 50               |
| 5. Bristol and Exeter                     | 76  |      | 100            | 25. Midland Counties              | 57 |       | 100              |
| 6. Bolton and Preston                     | 14  |      | 50             | 26. Newcastle and Carlisle        | 61 |       | 100              |
| 7. Chester and Birkenhead                 | 16  |      | 50             | 27. Newcastle and North Shields   | 63 |       | 50               |
| 7. Chester and Crewe                      | 18  |      | 50             | 28. North Midland                 | 72 |       | 100              |
| 9. Cromford and High Peak                 | 32  |      | —              | 29. North Union                   | 22 |       | 75               |
| 8. Croydon                                | 10  |      | —              | 30. Northern and Eastern          | 52 |       | 100              |
| 10. Eastern Counties                      | 126 |      | 25             | 31. St. Helen's and Runcorn Gap   | 8  |       | 100              |
| 11. Grand Junction                        | 97  |      | —              | 32. Sheffield and Manchester      | 40 |       | 100              |
| 12. Great North of England                | 74  |      | 100            | 33. Sheffield and Rotherham       | 6  |       | 25               |
| 13. Great Western                         | 117 |      | 100            | 34. Stockton and Darlington       | 25 |       | 100              |
| 14. Hull and Selby                        | 30  |      | 50             | 35. York and North Midland        | 23 |       | 50               |
| 15. Lancaster and Preston Junction        | 20  |      | 50             | 36. South Eastern and Dover       | 67 |       | 50               |
| 16. Leeds and Selby                       | 20  |      | 100            | 37. Canterbury and Whitstable     | 6  |       | 50               |
| 17. Leicester and Swannington             | 16  |      | 50             | 38. Greenwich                     | 4  |       | 20               |
| 18. Liverpool and Manchester              | 31  |      | 100            | 39. Preston and Wyre              | 19 |       | 50               |
| 19. London and Birmingham                 | 112 |      | 100            | 40. Taff Vale                     | —  |       | —                |
| 20. London and Southampton                | 76  |      | —              | 41. Manchester & Bolton Extension | —  |       | —                |
|                                           |     |      |                | 42. London and Brighton           | 46 |       | —                |



# RAILWAYS IN ENGLAND AND WALES.

English Miles

0 10 20 30 40 50

## EXPLANATION

Railways now open

Railways in progress

N O R T H



## Name

| Name                                      | Miles | Amt. of share. | Miles                             | Amount of share. |
|-------------------------------------------|-------|----------------|-----------------------------------|------------------|
| 1. Birmingham & Derby Junction            | 38½   | £ 100          | 21. Manchester and Birmingham     | 45 £70           |
| 2. Birmingham and Gloucester              | 52    | 100            | 22. Manchester & Birmingham Ex    | 70               |
| 3. Birmingham, Bristol, & Thames Junction | 3     | 20             | 23. Manchester and Leeds          | 60 100           |
| 4. Bolton and Leigh                       | 10    | 100            | 24. Manchester, Bolton, & Bury    | 10 100           |
| 5. Bolton and Exeter                      | 76    | 100            | 25. Maryport and Carlisle         | 28 50            |
| 6. Bolton and Preston                     | 14    | 50             | 26. Newcastle and Carlisle        | 57 100           |
| 7. Chester and Birkenhead                 | 15    | 50             | 27. Newcastle and North Shields   | 6½ 50            |
| 8. Chester and Crewe                      | 18    | 50             | 28. North Midland                 | 72 100           |
| 9. Cromford and High Peak                 | 32½   | —              | 29. North Union                   | 22 75            |
| 10. Croydon                               | 10    | —              | 30. Northern and Eastern          | 52 100           |
| 11. Eastern Counties                      | 126   | 25             | 31. St. Helen's and Runcorn Gap   | 3 100            |
| 12. Grand Junction                        | 97    | —              | 32. Sheffield and Manchester      | 40 100           |
| 13. Great North of England                | 74    | 100            | 33. Sheffield and Rotherham       | 6 25             |
| 14. Great Western                         | 117   | 100            | 34. Stockton and Darlington       | 25 100           |
| 15. Hull and Selby                        | 30    | 50             | 35. York and North Midland        | 23 50            |
| 16. Lancaster and Preston Junction        | 20    | 50             | 36. South Eastern and Dover       | 67 50            |
| 17. Leeds and Selby                       | 20    | 100            | 37. Canterbury and Whitstable     | 6 50             |
| 18. Leicester and Swannington             | 16    | 50             | 38. Greenwich                     | 4 20             |
| 19. Liverpool and Manchester              | 31    | 100            | 39. Preston and Wyre              | 19 50            |
| 20. London and Birmingham                 | 112   | 100            | 40. Taff Vale                     | —                |
| 21. London and Southampton                | 76    | —              | 41. Manchester & Bolton Extension | —                |
|                                           |       |                | 42. London and Brighton           | 46               |



# CAB FARES

FROM THE

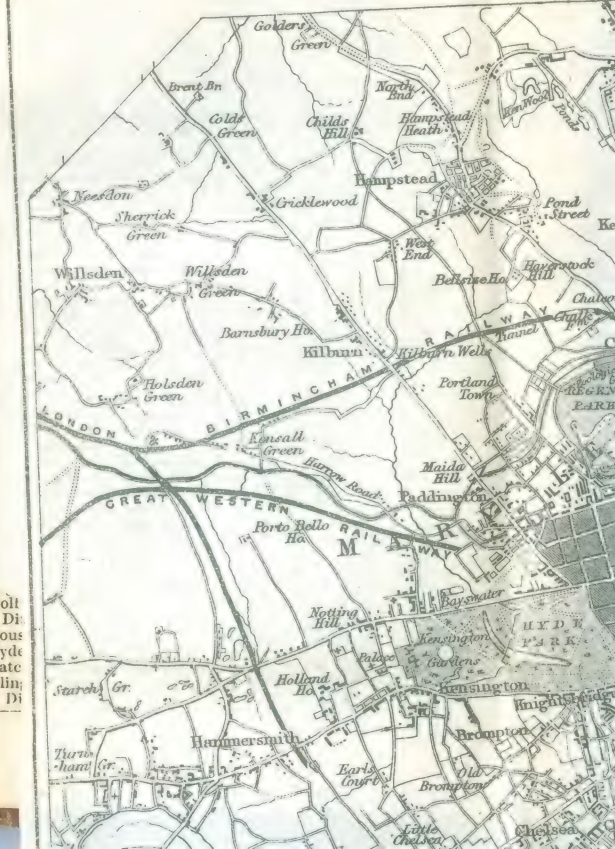
BIRMINGHAM, GREAT WESTERN, SOUTH WESTERN, BRIGHTON,  
AND EASTERN COUNTIES RAILWAY STATIONS,  
LONDON.

For a Two-Horse Carriage one-half more, by Time or Distance

| FROM                           | Birmingham<br>Station. | Euston squ. | Grt. Western<br>Station,<br>Paddington. | Sh. Western<br>Station,<br>Nine Elms. | Brighton<br>Station,<br>London Bdg. | East County<br>Station,<br>Shore Ditch. |
|--------------------------------|------------------------|-------------|-----------------------------------------|---------------------------------------|-------------------------------------|-----------------------------------------|
| Adelphi terrace stand          | 1s 4d                  | 2s 4d       | 1s 8d                                   | 1s 8d                                 | 2s 0d                               | 2s 0d                                   |
| Admiralty                      | 1 4                    | 2 4         | 1 8                                     | 1 8                                   | 2 4                                 | 2 4                                     |
| Aldgate pump                   | 2 4                    | 4 0         | 2 8                                     | 1 0                                   | 1 0                                 | 1 0                                     |
| Aldersgate st.                 | 1 8                    | 3 0         | 2 8                                     | 1 4                                   | 1 0                                 | 1 0                                     |
| Baker street, Crawford st.     | 1 4                    | 1 0         | 2 8                                     | 3 0                                   | 3 4                                 | 3 4                                     |
| Bank of England                | 2 0                    | 3 4         | 2 4                                     | 0 8                                   | 0 8                                 | 0 8                                     |
| Buttersea bridge               | 3 8                    | 3 0         | 1 8                                     | 4 0                                   | 3 4                                 | 3 4                                     |
| Bayswater road, Albion st.     | 1 8                    | 0 8         | 2 8                                     | 3 0                                   | 3 4                                 | 3 4                                     |
| Ditto Flora garden             | 2 0                    | 0 8         | 2 4                                     | 3 8                                   | 1 8                                 | 1 8                                     |
| Bedford row                    | 1 4                    | 2 4         | 2 4                                     | 1 8                                   | 3 0                                 | 3 4                                     |
| Ditto square                   | 0 8                    | 2 0         | 2 4                                     | 2 0                                   | 2 0                                 | 2 0                                     |
| Belgrave square                | 2 4                    | 2 0         | 1 8                                     | 3 0                                   | 3 4                                 | 3 4                                     |
| Birmingham railway station     | 2 4                    | 2 0         | 2 8                                     | 1 0                                   | 0 8                                 | 0 8                                     |
| Bishopsgate st., Four Swans    | 2 4                    | 3 4         | 2 4                                     | 1 0                                   | 0 8                                 | 0 8                                     |
| Blackfriars rd. Stamford st.   | 2 0                    | 3 0         | 1 8                                     | 1 0                                   | 1 0                                 | 1 0                                     |
| Ditto bridge street            | 1 8                    | 2 8         | 2 0                                     | 1 0                                   | 1 0                                 | 1 0                                     |
| Blackwall Railway              | 2 4                    | 3 8         | 2 4                                     | 0 8                                   | 1 0                                 | 1 0                                     |
| Bloomsbury square              | 0 8                    | 2 4         | 2 4                                     | 1 8                                   | 2 0                                 | 2 0                                     |
| Bond street, Oxford-street     | 1 4                    | 1 4         | 2 4                                     | 2 4                                   | 2 8                                 | 2 8                                     |
| British Museum                 | 0 8                    | 2 0         | 2 4                                     | 2 0                                   | 2 0                                 | 2 0                                     |
| Brighton railway station       | 2 4                    | 3 8         | 2 0                                     | 1 0                                   | 1 4                                 | 1 4                                     |
| Bricklayers' arms              | 2 8                    | 3 8         | 1 8                                     | 1 0                                   | 1 8                                 | 1 8                                     |
| Brixton church                 | 3 8                    | 4 4         | 1 8                                     | 2 8                                   | 3 4                                 | 3 4                                     |
| Bryanston square               | 1 8                    | 1 0         | 2 4                                     | 3 0                                   | 3 0                                 | 3 0                                     |
| Buckingham gate                | 2 0                    | 2 4         | 1 4                                     | 2 0                                   | 3 0                                 | 3 0                                     |
| Camden town, Union-terrace     | 0 8                    | 2 0         | 3 0                                     | 2 8                                   | 2 4                                 | 2 4                                     |
| Ditto Cavendish square         | 1 0                    | 1 4         | 2 4                                     | 2 4                                   | 2 8                                 | 2 8                                     |
| Charles street, Oxford street. | 1 0                    | 1 8         | 2 0                                     | 2 0                                   | 2 4                                 | 2 4                                     |
| Chancery lane                  | 1 4                    | 2 4         | 2 4                                     | 1 4                                   | 1 8                                 | 1 8                                     |
| Charing cross                  | 1 4                    | 2 4         | 1 8                                     | 2 0                                   | 2 0                                 | 2 0                                     |
| Cheapside                      | 1 8                    | 3 0         | 2 4                                     | 0 8                                   | 1 0                                 | 1 0                                     |

FROM Bir- | Great | South

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# CAB FARES

FROM THE

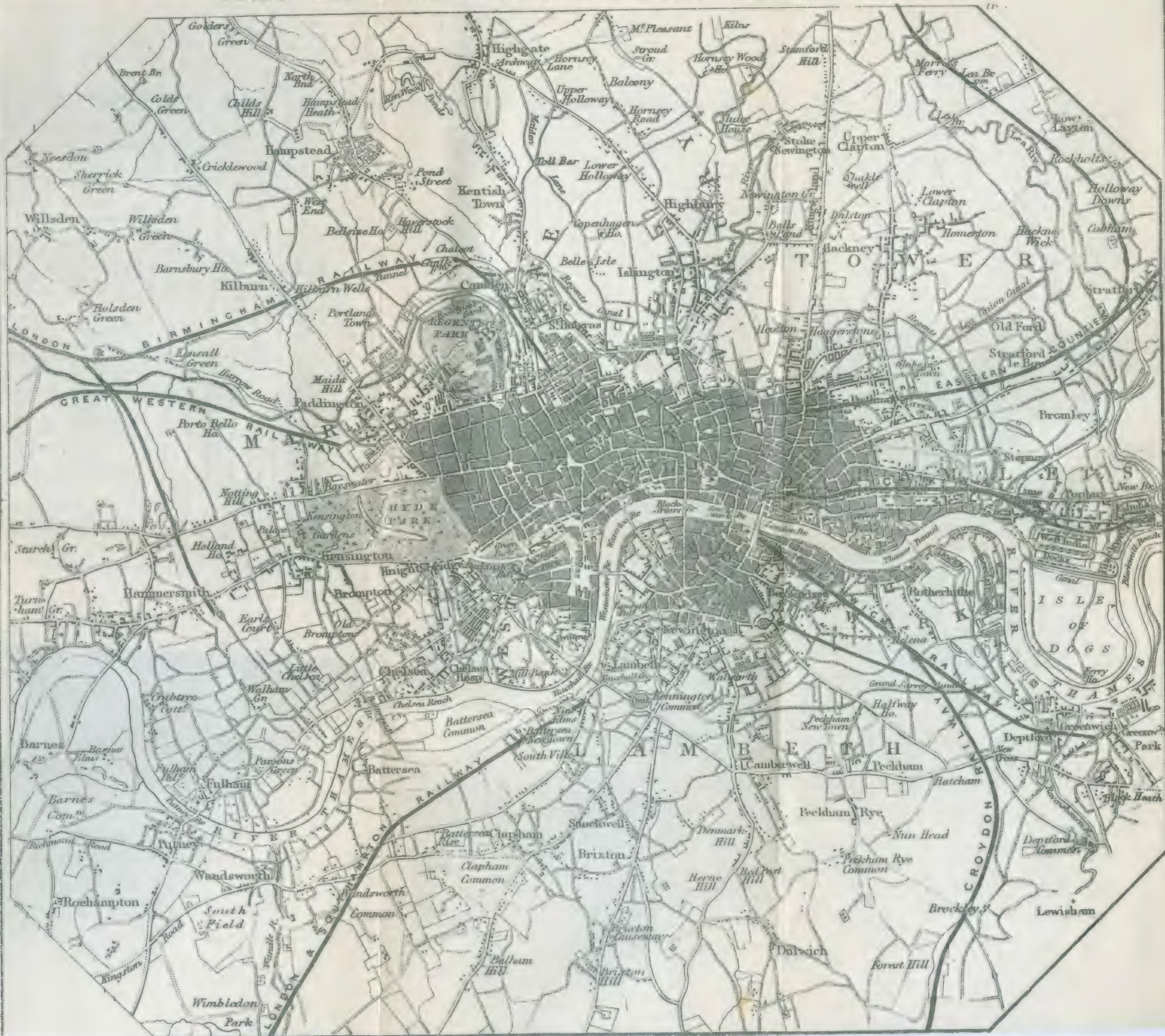
BIRMINGHAM, GREAT WESTERN, SOUTH WESTERN, BRIGHTON,  
AND EASTERN COUNTIES RAILWAY STATIONS,  
LONDON.

For a Two-Horse Carriage one-half more, by Time or Distance

| FROM                          | Birmingham<br>Station | Euston squ. | Grt Western<br>Station | Sh. Western<br>Station | Sh. Western<br>Nine Elms<br>Station | Brighton<br>Station | London Ridge<br>Station | East Counties<br>Station | Shore Ditch. |
|-------------------------------|-----------------------|-------------|------------------------|------------------------|-------------------------------------|---------------------|-------------------------|--------------------------|--------------|
| Adelphi terrace stand         | 1s 4d                 | 2s 4d       | 1s 8d                  | 1s 8d                  | 1s 8d                               | 2s 0c               |                         |                          |              |
| Admiralty                     | 1 4                   | 2 4         | 1 8                    | 1 0                    | 1 0                                 | 2 4                 |                         |                          |              |
| Aldgate pump                  | 1 4                   | 4 0         | 2 8                    | 1 0                    | 1 0                                 | 1 0                 |                         |                          |              |
| Aldersgate st.                | 1 4                   | 3 0         | 2 8                    | 1 4                    | 1 4                                 | 3 4                 |                         |                          |              |
| Baker street, Crawford st.    | 1 4                   | 1 0         | 2 8                    | 3 0                    | 3 0                                 | 3 4                 |                         |                          |              |
| Bank of England               | 2 0                   | 3 4         | 2 4                    | 0 8                    | 0 8                                 | 0 8                 |                         |                          |              |
| Battersea bridge              | 3 8                   | 3 0         | 1 8                    | 4 0                    | 4 0                                 | 4 0                 |                         |                          |              |
| Bayswater road, Albion st.    | 1 8                   | 0 8         | 2 8                    | 3 0                    | 3 0                                 | 3 4                 |                         |                          |              |
| Ditto Flora garden            | 2 0                   | 0 8         | 2 4                    | 3 8                    | 3 8                                 | 3 4                 |                         |                          |              |
| Bedford row                   | 1 4                   | 2 4         | 2 4                    | 1 8                    | 1 8                                 | 1 8                 |                         |                          |              |
| Ditto square                  | 0 8                   | 2 0         | 2 4                    | 2 0                    | 2 0                                 | 2 0                 |                         |                          |              |
| Belgrave square               | 2 4                   | 2 0         | 2 8                    | 3 0                    | 3 0                                 | 3 4                 |                         |                          |              |
| Birmingham railway station    | 2 4                   | 3 4         | 2 8                    | 2 4                    | 2 4                                 | 2 4                 |                         |                          |              |
| Bishopsgate st., Four Swans   | 2 0                   | 3 0         | 1 8                    | 1 0                    | 1 0                                 | 1 0                 |                         |                          |              |
| Blackfriars rd., Stamford st. | 2 4                   | 3 0         | 1 8                    | 1 0                    | 1 0                                 | 1 0                 |                         |                          |              |
| Ditto bridge street           | 1 8                   | 2 8         | 2 0                    | 1 0                    | 1 0                                 | 1 8                 |                         |                          |              |
| Blackwall Railway             | 2 4                   | 3 8         | 2 4                    | 0 8                    | 0 8                                 | 1 4                 |                         |                          |              |
| Bloomsbury square             | 0 8                   | 2 4         | 2 4                    | 1 8                    | 1 8                                 | 2 8                 |                         |                          |              |
| Bond street, Oxford-street    | 1 4                   | 1 4         | 2 4                    | 2 4                    | 2 4                                 | 2 8                 |                         |                          |              |
| British Museum                | 0 8                   | 2 0         | 2 4                    | 2 0                    | 2 0                                 | 2 0                 |                         |                          |              |
| Brighton railway station      | 2 4                   | 3 8         | 2 0                    | 1 4                    | 1 4                                 | 1 4                 |                         |                          |              |
| Bricklayers' arms             | 2 8                   | 3 8         | 1 8                    | 1 0                    | 1 0                                 | 1 8                 |                         |                          |              |
| Brixton church                | 3 8                   | 4 4         | 1 8                    | 2 8                    | 2 8                                 | 3 4                 |                         |                          |              |
| Bryanston square              | 1 8                   | 1 0         | 2 4                    | 3 0                    | 3 0                                 | 3 0                 |                         |                          |              |
| Buckingham gate               | 2 0                   | 2 4         | 1 4                    | 2 0                    | 2 0                                 | 2 0                 |                         |                          |              |
| Camden town, Union terrace    | 0 8                   | 2 0         | 3 0                    | 2 8                    | 2 8                                 | 2 8                 |                         |                          |              |
| Cavendish square              | 1 0                   | 1 4         | 2 4                    | 2 4                    | 2 4                                 | 2 4                 |                         |                          |              |
| Charles street, Oxford street | 1 0                   | 1 8         | 2 0                    | 2 0                    | 2 0                                 | 2 4                 |                         |                          |              |
| Chancery lane                 | 1 4                   | 2 4         | 1 8                    | 2 0                    | 2 0                                 | 1 8                 |                         |                          |              |
| Charing cross                 | 1 4                   | 2 4         | 1 8                    | 2 0                    | 2 0                                 | 2 0                 |                         |                          |              |
| Cheapside                     | 1 8                   | 3 0         | 2 4                    | 2 0                    | 2 0                                 | 2 0                 |                         |                          |              |

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## MAP OF THE RAILWAYS AROUND LONDON.





# MAP OF THE RAILWAYS AROUND LONDON.



| FROM                         | Bir-<br>ming-<br>ham. | Great<br>West-<br>ern. | South<br>West-<br>ern. | Brigh-<br>ton. | Eastern<br>Count-<br>ies. |
|------------------------------|-----------------------|------------------------|------------------------|----------------|---------------------------|
| Chelsea Hospital.....        | 3 0                   | 2 8                    | 1 8                    | 3 4            | 3 8                       |
| City road, Old street .....  | 1 8                   | 3 0                    | 3 0                    | 1 4            | 0 8                       |
| Ditto Goswell st. road..     | 1 0                   | 2 8                    | 3 0                    | 1 8            | 1 4                       |
| Clapham common winamii       | 4 4                   | 3 8                    | 2 0                    | 3 0            | 3 8                       |
| Ditto road, Stockwell rd     | 3 4                   | 3 8                    | 1 0                    | 2 0            | 2 9                       |
| Clerkenwell green .....      | 1 4                   | 2 8                    | 2 8                    | 1 8            | 1 4                       |
| Cobham row.....              | 1 4                   | 2 8                    | 2 8                    | 1 8            | 1 8                       |
| Comptonst. Burton Crescent   | 0 8                   | 2 0                    | 2 8                    | 2 4            | 2 0                       |
| Commercial road, Dock st..   | 3 0                   | 4 0                    | 3 0                    | 1 8            | 1 8                       |
| Cornhill.....                | 2 0                   | 3 4                    | 2 4                    | 0 8            | 0 8                       |
| Covent garden theatre ....   | 1 4                   | 2 4                    | 2 0                    | 1 8            | 2 0                       |
| Covent garden, Henriettast.  | 1 4                   | 2 4                    | 2 0                    | 1 8            | 2 0                       |
| Custom house stairs .....    | 2 4                   | 3 8                    | 2 4                    | 0 8            | 1 0                       |
| Colosseum.....               | 1 0                   | 1 8                    | 2 8                    | 2 8            | 2 8                       |
| Drury lane theatre .....     | 1 4                   | 2 4                    | 2 0                    | 1 8            | 2 0                       |
| Eaton square .....           | 2 4                   | 2 4                    | 1 4                    | 2 8            | 3 4                       |
| Edgware rd. Nutford place    | 1 4                   | 0 8                    | 2 8                    | 3 0            | 3 8                       |
| Eastern counties railway st. | 2 4                   | 3 8                    | 2 8                    | 1 4            | ..                        |
| Finsbury square .....        | 2 0                   | 3 4                    | 2 8                    | 1 0            | 0 8                       |
| Fleet-street, obelisk .....  | 1 4                   | 2 8                    | 2 0                    | 1 0            | 1 4                       |
| Foundling Hospital.....      | 1 0                   | 2 4                    | 2 8                    | 1 8            | 2 8                       |
| Gloucester pl. lwr. York pl. | 1 4                   | 1 0                    | 2 4                    | 3 0            | 3 4                       |
| General Post Office .....    | 1 8                   | 3 0                    | 2 8                    | 1 0            | 1 0                       |
| Goswell street, Seward st..  | 1 8                   | 3 0                    | 2 8                    | 1 8            | 1 0                       |
| Gray's Inn gate .....        | 1 4                   | 2 4                    | 2 4                    | 1 4            | 1 8                       |
| Grays inn lane, Portpool ln. | 1 4                   | 2 8                    | 2 8                    | 1 8            | 1 8                       |
| Great Western railway st...  | 1 8                   | ..                     | 3 0                    | 3 8            | 3 8                       |
| Greenwich railway station..  | 2 4                   | 3 8                    | 2 0                    | ..             | 1 4                       |
| Grosvenor square .....       | 1 8                   | 1 4                    | 2 0                    | 2 8            | 3 0                       |
| Gracechurch st. Spread Egl   | 2 4                   | 3 4                    | 2 4                    | 0 8            | 1 0                       |
| Guildford st. Grenville st.. | 0 8                   | 2 4                    | 2 8                    | 2 0            | 2 0                       |
| Hatton garden, Holborn....   | 1 4                   | 2 8                    | 2 4                    | 1 4            | 1 4                       |
| Hackney rd. Gloucester pl.   | 2 4                   | 4 4                    | 3 4                    | 2 0            | 0 8                       |
| Hampstead rd. Chalk farm     | 1 0                   | 1 8                    | 3 8                    | 3 0            | 2 8                       |
| Hanover square .....         | 1 4                   | 1 4                    | 2 4                    | 2 4            | 2 8                       |
| Harley street.....           | 1 0                   | 1 4                    | 2 4                    | 3 0            | 2 8                       |
| Haymarket .....              | 1 4                   | 2 0                    | 1 8                    | 2 0            | 2 4                       |
| High street, Mary-le-bone    | 1 0                   | 1 4                    | 2 8                    | 3 0            | 2 8                       |
| Holborn, Drury lane .....    | 1 0                   | 2 0                    | 2 0                    | 1 8            | 2 0                       |
| Ditto Fetter lane ....       | 1 4                   | 2 8                    | 2 4                    | 1 4            | 1 4                       |
| House of Commons .....       | 1 8                   | 2 8                    | 1 4                    | 1 8            | 2 4                       |
| Hyde pk. corner, Piccadilly  | 2 0                   | 2 0                    | 1 8                    | 2 8            | 3 0                       |
| Hatchett's Hotel, Piccadilly | 1 8                   | 2 0                    | 2 0                    | 2 4            | 2 8                       |
| Islington, Angel .....       | 1 0                   | 2 8                    | 3 0                    | 1 8            | 1 4                       |
| Ditto Green .....            | 1 4                   | 2 8                    | 3 4                    | 2 0            | 1 4                       |

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| FROM                           | Birming-<br>ham. | Great<br>West-<br>ern. | South<br>West-<br>ern. | Brigh-<br>ton. | Eastern<br>Coun-<br>ties. |
|--------------------------------|------------------|------------------------|------------------------|----------------|---------------------------|
| India House.....               | 2 4              | 3 4                    | 2 4                    | 0 8            | 0 8                       |
| Kennington, the horns....      | 2 8              | 3 4                    | 1 0                    | 1 8            | 2 4                       |
| Kennington, Com. church...     | 3 0              | 3 8                    | 0 8                    | 1 8            | 2 8                       |
| Kennington Green. Hyd. pl.     | 2 8              | 2 4                    | 2 8                    | 3 8            | 3 8                       |
| Kennington turnpike.....       | 2 8              | 3 8                    | 1 0                    | 1 8            | 2 8                       |
| Ditto lane, vauxhall st.       | 2 8              | 3 4                    | 0 8                    | 1 8            | 2 4                       |
| Kensington Gore, hafwy hse.    | 2 4              | 2 4                    | 2 4                    | 3 4            | 3 4                       |
| Ditto Gravel pits.....         | 2 4              | 1 4                    | 3 4                    | 4 0            | 4 0                       |
| Kentish Town, Traf. place...   | 1 0              | 2 4                    | 3 8                    | 3 0            | 2 4                       |
| King's Cross, New road....     | 0 8              | 2 0                    | 3 0                    | 2 0            | 2 0                       |
| King street, Guildhall.....    | 2 0              | 3 0                    | 2 8                    | 1 0            | 1 0                       |
| Knightsbridge Wilton pice.     | 2 0              | 1 8                    | 2 0                    | 2 8            | 3 0                       |
| Knightsbridge, Sloan street    | 2 4              | 1 8                    | 2 0                    | 2 8            | 3 4                       |
| Lambeth palace.....            | 2 4              | 3 0                    | 1 4                    | 1 4            | 2 8                       |
| Lad lane, swan with 2 necks    | 2 0              | 3 0                    | 2 8                    | 1 0            | 1 0                       |
| Lamb's, Condt. st. Gt. Or. st. | 1 0              | 2 4                    | 2 4                    | 1 8            | 1 8                       |
| Leicester square.....          | 1 4              | 2 4                    | 1 8                    | 2 0            | 2 4                       |
| Lincoln's Inn Fields.....      | 1 0              | 2 4                    | 2 4                    | 1 8            | 1 8                       |
| London Bridge Wharf.....       | 2 4              | 3 4                    | 2 4                    | 0 8            | 1 0                       |
| Long Acre, St. Martin's lane   | 1 4              | 2 4                    | 2 8                    | 2 0            | 2 4                       |
| Long Lane, Charterhouse st.    | 1 8              | 3 0                    | 2 8                    | 1 4            | 1 0                       |
| Manchester Square.....         | 1 4              | 1 4                    | 2 8                    | 2 8            | 3 0                       |
| Marsh Gate, Lambeth.....       | 2 0              | 3 0                    | 1 4                    | 1 4            | 2 0                       |
| Mansion House.....             | 2 0              | 3 4                    | 2 4                    | 0 8            | 1 0                       |
| Mile End Turnpike.....         | 3 0              | 4 0                    | 3 4                    | 1 8            | 1 4                       |
| Montague Square.....           | 1 4              | 1 0                    | 2 4                    | 3 0            | 3 0                       |
| Moorfields, Ropemaker st..     | 2 0              | 3 4                    | 2 8                    | 1 0            | 0 8                       |
| Moorfields, Fore street....    | 2 0              | 3 4                    | 2 8                    | 1 0            | 0 8                       |
| Moorgate street, Lond. Wall    | 2 0              | 3 4                    | 2 4                    | 1 0            | 0 8                       |
| New road, Harley street..      | 0 0              | 1 4                    | 2 8                    | 3 0            | 2 8                       |
| Ditto Tot. court road..        | 0 8              | 1 8                    | 2 8                    | 2 4            | 2 4                       |
| Newington Butts, Eleph. & C.   | 2 4              | 3 4                    | 1 4                    | 1 0            | 1 8                       |
| New road, Paddington chap.     | 1 4              | 0 8                    | 2 8                    | 3 4            | 3 4                       |
| Old Bailey.....                | 1 8              | 3 0                    | 2 4                    | 1 0            | 1 4                       |
| Oxford street, Pantheon...     | 1 4              | 1 8                    | 2 4                    | 2 4            | 2 4                       |
| Oxford st., Tottenham ct. rd.  | 1 4              | 2 0                    | 2 0                    | 2 0            | 2 0                       |
| Park lane, Grosvenor street.   | 1 8              | 1 4                    | 2 0                    | 3 0            | 3 0                       |
| Pentonville, St. James's ch.   | 1 0              | 2 4                    | 3 4                    | 2 0            | 1 8                       |
| Piccadilly, Ranger's lodge..   | 1 8              | 1 8                    | 2 0                    | 2 4            | 2 8                       |
| Piccadilly, Burlington arcade  | 1 8              | 2 0                    | 2 0                    | 2 4            | 2 8                       |
| Pimlico, Eccleston street...   | 2 4              | 2 4                    | 1 4                    | 2 4            | 3 4                       |
| Portland st., N. Cavendish st. | 1 0              | 1 8                    | 2 4                    | 2 8            | 2 8                       |
| Portman square.....            | 1 4              | 1 0                    | 2 4                    | 2 8            | 3 0                       |
| Queen's square, Bloomsbury     | 1 0              | 2 4                    | 2 8                    | 1 8            | 2 0                       |
| Queen's sq., Westminster       | 2 0              | 2 8                    | 1 8                    | 2 0            | 2 8                       |

| FROM                          | Birming-<br>ham. | Great<br>West-<br>ern. | South<br>West-<br>ern. | Brigh-<br>ton.<br>L. Brdg. | Eastern<br>Coun-<br>ties. |
|-------------------------------|------------------|------------------------|------------------------|----------------------------|---------------------------|
| Ratcliffe Highway.....        | 2 8              | 4 4                    | 3 0                    | 1 8                        | 1 4                       |
| Regent Circus, Oxford street  | 1 4              | 1 4                    | 2 4                    | 2 4                        | 2 4                       |
| Russel Square.....            | 0 8              | 2 0                    | 2 4                    | 2 0                        | 2 0                       |
| Red Lion, Strand.....         | 1 4              | 2 4                    | 2 0                    | 1 8                        | 1 8                       |
| St. James's Palace.....       | 1 8              | 2 0                    | 2 0                    | 2 4                        | 2 8                       |
| St. Paul's, Ludgate hill....  | 1 8              | 3 0                    | 2 4                    | 1 0                        | 1 4                       |
| Shoreditch church.....        | 2 0              | 3 8                    | 3 0                    | 1 4                        | 0 8                       |
| Smithfield.....               | 1 8              | 3 0                    | 2 4                    | 1 4                        | 1 0                       |
| Snow hill, King's arms.....   | 1 4              | 2 8                    | 2 4                    | 1 4                        | 1 4                       |
| Soho Square.....              | 1 0              | 2 0                    | 2 0                    | 2 0                        | 2 4                       |
| Somerset House.....           | 1 4              | 2 4                    | 2 0                    | 1 8                        | 1 8                       |
| Sessions House, Clerkenwell   | 1 4              | 2 8                    | 2 8                    | 1 8                        | 1 4                       |
| South Western railway....     | 2 8              | 3 0                    | ..                     | 2 0                        | 2 8                       |
| Southwark Bridge.....         | 2 0              | 3 4                    | 2 0                    | 0 8                        | 1 0                       |
| St. Luke's Hospital.....      | 1 8              | 3 4                    | 3 0                    | 1 4                        | 1 0                       |
| Stones end, Borough.....      | 2 4              | 3 4                    | 1 8                    | 0 8                        | 1 8                       |
| Temple Bar.....               | 1 4              | 2 8                    | 2 0                    | 1 4                        | 1 8                       |
| The Tower.....                | 2 4              | 4 0                    | 2 8                    | 1 0                        | 1 0                       |
| Vauxhall Bridge Surrey side   | 2 4              | 3 0                    | 0 8                    | 1 8                        | 2 8                       |
| Victoria Theatre.....         | 2 0              | 3 0                    | 1 4                    | 1 0                        | 1 8                       |
| Waterloo Bridge, Surrey side  | 1 4              | 2 4                    | 1 8                    | 1 4                        | 1 8                       |
| Watling street, Queen street  | 2 0              | 3 0                    | 2 4                    | 0 8                        | 1 0                       |
| Westminster Ab., West door    | 1 8              | 2 8                    | 1 4                    | 1 8                        | 2 4                       |
| Westminster Bridge centre..   | 1 8              | 2 8                    | 1 4                    | 1 8                        | 2 4                       |
| Whitechapel. Union street     | 2 8              | 4 0                    | 3 0                    | 1 4                        | 1 0                       |
| White Conduit House.....      | 1 0              | 2 8                    | 3 4                    | 2 0                        | 1 8                       |
| Zoological gard. Regent's pk. | 1 4              | 2 4                    | 3 4                    | 3 8                        | 3 4                       |

The above Fares having been revised by a Government Officer may be relied on as correct.

FARES BY TIME.—For any Time not exceeding thirty minutes, 8d.; above thirty minutes and not exceeding forty-five, 1s.; above forty-five minutes and not exceeding one hour, 1s. 4d.; and so on at the rate of 4d. for every fifteen minutes, or fractional part of fifteen minutes.

The driver may charge by time or by distance, but not by both.

Persons leaving property in Hackney Carriages should apply at the Stamp and Tax Office, Somerset House.

# BIRMINGHAM CAB FARES

FROM THE RAILWAY STATION, CURZON STREET,

| TO                               | s | d | TO                              | s | d |
|----------------------------------|---|---|---------------------------------|---|---|
| Albion hotel .....               | 1 | 0 | Icknield bridge, Monumt.-rd.    | 2 | 0 |
| Botanic gardens, Edgbaston       | 2 | 6 | News room .....                 | 1 | 0 |
| Bell inn, Bristol road .....     | 1 | 0 | Old square, Stork hotel .....   | 1 | 0 |
| Brmng. Canal off. Paradise-st    | 1 | 0 | Post office .....               | 1 | 0 |
| Crescent (any part) .....        | 1 | 6 | Plough & Harrow, Hagley rd.     | 2 | 6 |
| Dee's Royal hotel .....          | 1 | 0 | Swan hotel .....                | 1 | 0 |
| Deaf & Dumb Institutions ..      | 2 | 6 | St. Martin's church .....       | 1 | 0 |
| Deritend bridge .....            | 1 | 0 | St. Philip's ch. (Dee's hotel)  | 1 | 0 |
| Edg. bastion church, by Bris. rd | 2 | 6 | St. George's church .....       | 1 | 0 |
| " by Broad street                | 3 | 0 | St. Mary's chapel .....         | 1 | 0 |
| Edgbaston, Wellington st.        | 2 | 0 | St. Paul's chapel, Ludgate hill | 1 | 6 |
| Fairview House, Hagley rd.       | 2 | 6 | Sand pits Tollgate .....        | 2 | 0 |
| Five ways Tollgate .....         | 2 | 0 | Trinity chapel, Deritend ..     | 1 | 6 |
| Free school, New street .....    | 1 | 0 | Town Hall .....                 | 1 | 0 |
| General Hospital .....           | 1 | 0 | Theatre .....                   | 1 | 0 |
| Hen and Chickens hotel .....     | 1 | 0 |                                 |   |   |

The Omnibus charge is 6d each to or from the station and the centre of the town. All the principal hotels and inns are within 1 mile of the station.

# BRISTOL FLY FARES

FROM THE GREAT WESTERN RAILWAY STATION,

| TO                              | s | d | TO                             | s | d |
|---------------------------------|---|---|--------------------------------|---|---|
| Bell Vue, Clifton .....         | 1 | 4 | King's parade .....            | 1 | 8 |
| Berkeley square .....           | 1 | 0 | Lawford's gate, Bridewell ..   | 1 | 0 |
| Blackbird's gate, Staplethn rd  | 1 | 0 | Montague parade .....          | 1 | 4 |
| Bottom of Horfield road .....   | 1 | 0 | Mr. Tyndall's gate .....       | 1 | 4 |
| Bottom of Park street .....     | 1 | 0 | 1 Mile stone, Glo'ster road    | 1 | 8 |
| College street .....            | 1 | 0 | 1 Mile stone at Baptist mills  | 1 | 8 |
| Com. pound, Durham down         | 2 | 0 | Opposite Mr. Walker's house,   |   |   |
| Cross roads, Glo'ster road ..   | 1 | 4 | Redland .....                  | 2 | 0 |
| Cumberland basin .....          | 1 | 8 | Public house called the Glass  |   |   |
| Dowry parade .....              | 1 | 8 | house, Lawrence hill .....     | 1 | 4 |
| Glo'ster row, by Richmond. ter. | 2 | 0 | Redland court, thro' Stoke's   |   |   |
| Glo'ster hotel, Hotwells .....  | 1 | 8 | croft .....                    | 1 | 8 |
| Great Western Cotton works      | 1 | 8 | Rownham Ferry, by N gaol ..    | 1 | 8 |
| Hotwell house, .....            | 2 | 0 | Royal Western hotel, Coll. pl. | 1 | 0 |
| Hotwell house, via New Gaol     | 1 | 8 | Saville, by Richmond terrace;  | 1 | 8 |
| House, called White Ladies      | 2 | 4 | St. Matthew's church .....     | 1 | 4 |
| Inns or coach offices in        |   |   | Top of Stoke's croft .....     | 1 | 0 |
| Bath st, Thomas st, High        |   |   | White hart, Limekiln lane ..   | 1 | 0 |
| st, Corn st, Wine street,       |   |   | Saville place, Berkeley place  | 1 | 4 |
| Broadmead, or North st.         |   |   | Zoological gardens .....       | 2 | 4 |

One-third more than the above fares may be charged for every person exceeding three inside, or two inside and one outside

# MANCHESTER COACH & CAB FARES,

FROM THE  
LIVERPOOL, LEEDS, AND BIRMINGHAM RAILWAY STATIONS.

A Two-Horse charged one-third more than a One-Horse Coach

| FROM                             | Bolton<br>Railway<br>Station,<br>Salford. | Leeds<br>Station,<br>Hart's<br>Bank. | Birming-<br>ham station.<br>Store<br>street. |
|----------------------------------|-------------------------------------------|--------------------------------------|----------------------------------------------|
|                                  | 1 H. Cab.<br>s d s d                      | 1 H. Cab.<br>s d s d                 | 1 H. Cab.<br>s d s d                         |
| Albion Hotel, Piccadilly .....   | 1 0 0 9                                   | 1 0 0 9                              | 1 0 0 9                                      |
| Banks, to all in the town .....  | 1 0 0 9                                   | 1 0 0 9                              | 1 0 0 9                                      |
| Blackfriars' inn .....           | 1 0 0 9                                   | 1 0 0 9                              | 1 4 1 0                                      |
| Birmingham Railway station ..    | 1 4 1 0                                   | 1 4 1 0                              | .. ..                                        |
| Bolton Railway station .....     | .. ..                                     | 1 0 0 9                              | 2 8 2 0                                      |
| Bush inn, Deansgate .....        | 1 0 0 9                                   | 1 0 0 9                              | 1 0 0 9                                      |
| Cemetery, Ardwick .....          | 2 4 1 9                                   | 2 4 1 9                              | 2 8 2 0                                      |
| " Harpurhey .....                | 3 4 2 6                                   | 2 4 1 9                              | 1 0 0 9                                      |
| " Rusholme road .....            | 1 8 1 3                                   | 1 8 1 3                              | 2 8 2 0                                      |
| " Cheetham hill .....            | 3 0 2 3                                   | 2 3 1 6                              | 1 4 1 0                                      |
| Clarence inn, Spring gardens ..  | 1 0 0 9                                   | 1 0 0 9                              | 1 4 1 0                                      |
| Commercial inn, Market street    | 1 0 0 9                                   | 1 0 0 9                              | 1 4 1 0                                      |
| Corn Exchange .....              | 1 0 0 9                                   | 1 0 0 9                              | 1 4 1 0                                      |
| Exchange, Market place .....     | 1 0 0 9                                   | 1 0 0 9                              | 1 4 1 0                                      |
| King's arms, Deansgate .....     | 1 0 0 9                                   | 1 0 0 9                              | 1 4 1 0                                      |
| Ladyman's hotel, Bridge street   | 1 0 0 9                                   | 1 0 0 9                              | 1 4 1 0                                      |
| Leeds Railway station, H. Bank   | 1 0 0 9                                   | .. ..                                | 1 4 1 0                                      |
| Liverpool Railway sta., H. Bank  | 1 0 0 9                                   | .. ..                                | 1 4 1 0                                      |
| Mosley arms, Piccadilly .....    | 1 0 0 9                                   | 1 0 0 9                              | 1 0 0 9                                      |
| Piccadilly coach stand .....     | 1 0 0 9                                   | 1 0 0 9                              | 1 0 0 9                                      |
| Post Office, Brown street .....  | 1 0 0 9                                   | 1 0 0 9                              | 1 0 0 9                                      |
| Royal hotel, Mosley street ..... | 1 0 0 9                                   | 1 0 0 9                              | 1 0 0 9                                      |
| Rainbow tavern, Market street    | 1 0 0 9                                   | 1 0 0 9                              | 1 0 0 9                                      |
| Royal Institution .....          | 1 0 0 9                                   | 1 0 0 9                              | 1 0 0 9                                      |
| School for the Deaf and Dumb     | 2 8 2 0                                   | 2 8 2 0                              | 2 8 2 0                                      |
| Star inn, Deansgate .....        | 1 0 0 9                                   | 1 0 0 9                              | 1 4 1 0                                      |
| St. Ann's square Coach stand ..  | 1 0 0 9                                   | 1 0 0 9                              | 1 4 1 0                                      |
| St. Peter's Coach stand .....    | 1 0 0 9                                   | 1 0 0 9                              | 1 0 0 9                                      |
| Talbot inn, Market street .....  | 1 0 0 9                                   | 1 0 0 9                              | 1 0 0 9                                      |
| Thatched House tavern .....      | 1 0 0 9                                   | 1 0 0 9                              | 1 0 0 9                                      |
| Theatre, Queen's .....           | 1 0 0 9                                   | 1 0 0 9                              | 1 0 0 9                                      |
| Town Hall, King street .....     | 1 0 0 9                                   | 1 0 0 9                              | 1 0 0 9                                      |
| " Salford .....                  | 1 0 0 9                                   | 1 0 0 9                              | 1 0 0 9                                      |
| Botanical Gardens .....          | 2 8 2 0                                   | 3 0 2 3                              | 5 0 2 3                                      |



# LIVERPOOL COACH AND CAR FARES

FROM THE  
RAILWAY STATION, LIME STREET.

|                            | Coach | Car |   | Coach                      | Car |   |   |   |
|----------------------------|-------|-----|---|----------------------------|-----|---|---|---|
|                            | s     | d   | s | s                          | d   |   |   |   |
| Abercromby-square .....    | 1     | 6   | 0 | Childwall .....            | 5   | 0 | 1 | 0 |
| Adelphi hotel .....        | 1     | 0   | 0 | Clarence Dock (centre g)   | 2   | 6 | 1 | 8 |
| Aigburth Church .....      | 5     | 6   | 3 | Clayton-square .....       | 1   | 0 | 0 | 8 |
| Anfield lodge .....        | 3     | 0   | 2 | County House of Correc     | 3   | 0 | 2 | 0 |
| house .....                | 3     | 6   | 2 | Cousty-house .....         | 1   | 6 | 1 | 0 |
| Angel hotel .....          | 1     | 0   | 0 | Duke-st, end Hanover-st    | 1   | 0 | 0 | 8 |
| Ashfield .....             | 5     | 6   | 3 | end Berry-street           | 1   | 6 | 1 | 0 |
| Beacon's-gutter .....      | 2     | 6   | 1 | Duke's-place .....         | 1   | 6 | 1 | 0 |
| Bedford-st, north of Aber- |       |     |   | Edge-hill Coffee House     | 2   | 0 | 4 |   |
| cromby-square .....        | 1     | 6   | 1 | Edge-lane hall .....       | 2   | 6 | 1 | 8 |
| south of ditto .....       | 2     | 0   | 1 | Everton village, west end  | 1   | 6 | 1 | 0 |
| Berry-st, end Knight-st    | 1     | 0   | 0 | Brow, end of Nether-       |     |   |   |   |
| Bevington-bush, top end    | 1     | 6   | 1 | field-road south .....     | 1   | 6 | 1 | 0 |
| Bold-st .....              | 1     | 0   | 0 | Crescent .....             | 1   | 6 | 1 | 0 |
| Bootle lower rd, south end | 3     | 0   | 2 | Netherfield-rd, south      | 2   | 0 | 4 |   |
| First Toll-bar .....       | 3     | 6   | 2 | Ditto north end .....      | 2   | 6 | 1 | 8 |
| Bootle Church & Village    | 5     | 0   | 4 | St. Ann's hill .....       | 3   | 6 | 2 | 4 |
| Borough Gaol .....         | 2     | 0   | 1 | Fairfield, London-road     | 2   | 6 | 1 | 8 |
| Botanic Garden (New)       | 2     | 6   | 1 | Falkner-st, end Bedford-st | 1   | 6 | 1 | 0 |
| Boundary-street, Kirk-     |       |     |   | end Smithdown-lane         | 2   | 0 | 4 |   |
| dale road, end of .....    | 2     | 6   | 2 | Falkner-terrace, Upper     |     |   |   |   |
| Brown-lane, end White-     |       |     |   | Parliament-st. ....        | 2   | 0 | 1 | 0 |
| field-lane .....           | 2     | 6   | 1 | Fox-st, end G. Homer-st    | 1   | 6 | 1 | 0 |
| Breck-house .....          | 3     | 6   | 2 | George's-pier .....        | 1   | 6 | 1 | 0 |
| Brook-ho, Smithdown-la     | 3     | 6   | 2 | Gilead-house, Kensington   | 2   | 0 | 1 | 4 |
| Brougham-terrace .....     | 1     | 6   | 1 | Gloucester pl. (centre of) | 1   | 6 | 1 | 0 |
| Brownlow-st, end Dover-st  | 1     | 0   | 0 | Grinfield-street, Smith-   |     |   |   |   |
| end Brownlow-hill .....    | 1     | 6   | 1 | down-lane .....            | 2   | 0 | 1 | 4 |
| Brunswick-dock (centre)    | 2     | 6   | 1 | Gt-Geo's-st, St James-st   | 1   | 6 | 1 | 0 |
| Cabbage-hall .....         | 3     | 0   | 2 | Gt. Homer-st, end Fox-st   | 1   | 6 | 1 | 0 |
| Calderstones, Allerton ..  | 6     | 0   | 4 | Gt. Mersey-st, Kirkdale    | 2   | 6 | 1 | 8 |
| Canal Packet Station,      |       |     |   | Gt. Oxford-st, N. southe   | 2   | 0 | 1 | 4 |
| Leeds-street .....         | 1     | 6   | 1 | north end .....            | 2   | 0 | 1 | 4 |
| Canning-st, N. Cemetery    | 1     | 6   | 1 | Hanover-st, Duke-st        | 1   | 0 | 0 | 8 |
| Percy-street .....         | 1     | 6   | 1 | Canning-place .....        | 1   | 6 | 1 | 0 |
| Grove-street .....         | 2     | 0   | 1 | Heathfield-house .....     | 5   | 0 | 3 | 4 |
| Cattle Market (New) ..     | 3     | 6   | 2 | Hope-st, to Canning-st     | 1   | 6 | 1 | 0 |
| Cemetery (New) .....       | 6     | 1   | 0 | to Up. Parliament-st       | 2   | 0 | 1 | 4 |
| Chatham-street .....       | 2     | 0   | 1 | Huskisson-st, Chatham-     |     |   |   |   |
| Chester-st, Upper War-     |       |     |   | street .....               | 2   | 0 | 1 | 4 |
| wick-street .....          | 2     | 0   | 1 | Islington-sq, end Shaw-st  | 1   | 0 | 0 | 8 |

(OVER)

(OVER)

|                            | s | d | s | s | d                         | s | d | s | d |
|----------------------------|---|---|---|---|---------------------------|---|---|---|---|
| Kensington to Mr Carvers   | 1 | 6 | 1 | 0 | Seacombe-slip .....       | 1 | 6 | 1 | 0 |
| Queen's Arms Hotel....     | 1 | 6 | 1 | 0 | Seel-street .....         | 1 | 0 | 0 | 8 |
| Kirkdale, Liver inn....    | 2 | 6 | 1 | 8 | Shaw-street, Islington..  | 1 | 6 | 1 | 0 |
| Lark-hill (West Derby)     | 4 | 6 | 3 | 0 | Everton Brow .....        | 1 | 6 | 1 | 0 |
| Low-hill .....             | 1 | 6 | 1 | 0 | Smithdown-rd, end of      |   |   |   |   |
| Marybone, end Gt. Cross    |   |   |   |   | Lodge lane .....          | 2 | 6 | 1 | 8 |
| hall-street .....          | 1 | 0 | 0 | 8 | Soho-st, end W. Henry-st  | 1 | 0 | 0 | 8 |
| Voss-st, Islington-sq....  | 1 | 0 | 0 | 8 | South Shore (tall house)  | 3 | 0 | 2 | 0 |
| London-road .....          | 1 | 6 | 1 | 0 | Speklands .....           | 2 | 6 | 1 | 8 |
| Mount-pleasant, end of     |   |   |   |   | Stanhope-street .....     | 2 | 0 | 1 | 4 |
| Hope-street .....          | 1 | 6 | 1 | 0 | St. Ann's Church .....    | 1 | 0 | 0 | 8 |
| Necropolis, Low Hill ..    | 1 | 6 | 1 | 0 | St. Anthony's Chapel ..   | 2 | 0 | 1 | 4 |
| Netherfield-road North,    |   |   |   |   | St. James' Market .....   | 1 | 6 | 1 | 0 |
| Mr. Earle's house .....    | 2 | 0 | 1 | 4 | St. James' walk, Upper    |   |   |   |   |
| Newsham-house .....        | 2 | 6 | 1 | 8 | Parliament-street .....   | 2 | 6 | 1 | 4 |
| Oak-hill, Old Swan .....   | 4 | 6 | 3 | 0 | St. Martin's Market ..... | 1 | 6 | 1 | 0 |
| Old Swan .....             | 4 | 0 | 2 | 8 | St. Michael's Ch. Pitt-st | 1 | 6 | 1 | 0 |
| Oxford-st, Crown st. ....  | 2 | 0 | 1 | 4 | St. Patrick's Chapel, St. |   |   |   |   |
| Paddington, half way up    | 1 | 6 | 1 | 0 | James' .....              | 2 | 0 | 1 | 4 |
| Park-lane, end Kent-st.    | 1 | 6 | 1 | 0 | Town-hall .....           | 1 | 6 | 1 | 0 |
| Parliament-st, Queensdk    | 2 | 6 | 1 | 8 | Toxteth-park, High-park   |   |   |   |   |
| Pembroke-place, end of     |   |   |   |   | Coffee house .....        | 2 | 6 | 1 | 8 |
| Ashton-street .....        | 1 | 0 | 0 | 8 | Lower park Coffee-h       | 3 | 0 | 2 | 0 |
| Pythian-st, Low-hill (cen) | 1 | 6 | 1 | 0 | The Dingle .....          | 3 | 6 | 2 | 4 |
| Plumbe's hall .....        | 2 | 6 | 1 | 8 | Herculaneum pottery ..    | 3 | 6 | 2 | 4 |
| Prince's dock, center ga.  | 2 | 0 | 1 | 4 | St. Michael's church ..   | 1 | 6 | 2 | 8 |
| Basin .....                | 2 | 6 | 1 | 8 | Fulwood lodge .....       | 4 | 6 | 3 | 0 |
| Queen's dock, Norfolk-st   | 2 | 0 | 1 | 4 | Otterspool .....          | 5 | 0 | 3 | 4 |
| Queen's-square .....       | 1 | 0 | 0 | 8 | Tuebrook .....            | 3 | 6 | 2 | 4 |
| Railway Sta. Wapping ..    | 2 | 0 | 1 | 4 | Vauxhall rd, end Leeds-st | 1 | 0 | 0 | 8 |
| Ranelagh-place .....       | 1 | 0 | 0 | 8 | Burlington-st. ....       | 1 | 6 | 1 | 0 |
| Richmond-hill, Breck-la.   | 3 | 0 | 2 | 0 | Leigh bridge .....        | 2 | 0 | 1 | 4 |
| Rodney-st, Leece st ...    | 1 | 0 | 0 | 8 | Warwick-street, Park-rd   | 2 | 0 | 1 | 4 |
| Mount-pleasant .....       | 1 | 0 | 0 | 8 | Waterloo hotel .....      | 1 | 0 | 0 | 8 |
| Rodney-st, Duke-street     | 1 | 6 | 1 | 0 | Wavertree .....           | 4 | 0 | 2 | 8 |
| Rosecommon-st, bot. end    | 1 | 6 | 1 | 0 | Wellington-road .....     | 2 | 6 | 1 | 8 |
| Netherfield-rd, south      | 2 | 0 | 1 | 4 | West Derby Chapel .....   | 0 | 0 | 3 | 4 |
| Royal hotel .....          | 1 | 0 | 0 | 8 | West Derby-street .....   | 1 | 6 | 1 | 0 |
| Sandhill's-bridge .....    | 3 | 0 | 2 | 0 | Williamson-square .....   | 1 | 0 | 0 | 8 |
| Saracen's-head inn .....   | 1 | 0 | 0 | 8 | Windor-st, Up. Hill-st    |   |   |   |   |
| Scotland-place .....       | 1 | 0 | 0 | 8 | Harrington .....          | 2 | 0 | 1 | 4 |
| Scotland-rd. Mile end ..   | 1 | 6 | 1 | 0 | Zoological Gardens .....  | 2 | 0 | 1 | 4 |

FARES.—The fare of every Carring, being a Coach, for a distance not exceeding one thousand yards, one shilling; exceeding one thousand yards and not exceeding one thousand seven hundred yards, one shilling and sixpence; and for each seven hundred yards, or any intermediate distance, the additional sum of sixpence.—Car fares one-third less.

## LEEDS HACKNEY COACH FARES.

For Coaches with four wheels From 7 in the morning till 12 at night

### BY TIME.

|                                              |    |    |
|----------------------------------------------|----|----|
| Not exceeding first quarter of an hour ..... | 1s | 0d |
| Every succeeding quarter of an hour .....    | 0  | 6  |
| For every day not exceeding 12 hours .....   | 18 | 0  |

### BY DISTANCE.

|                                                                                              |   |   |
|----------------------------------------------------------------------------------------------|---|---|
| Not exceeding two-thirds of a mile .....                                                     | 1 | 0 |
| Exceeding two-thirds of a mile, but not exceeding 1 mile .....                               | 1 | 6 |
| For every distance not exceeding one-third of a mile after the first mile, additional, ..... | 0 | 6 |
| For every passenger above four an addition of one-fourth of the whole fare.                  |   |   |
| For every stoppage (after the 1st fare) to take 2 or more up .....                           | 0 | 6 |
| For every quarter of an hour waiting, after being called or sent for, additional .....       | 0 | 6 |
| Persons calling a Coach and not using it .....                                               | 1 | 0 |
| Coaches taken through a Tollgate where mileage is due, for every mile, additional .....      | 0 | 3 |

Where any Coach is sent for and not used, the sum charged to be according to the distance from the Stand or other place where engaged, to the place where sent to, with an additional charge for waiting, if any due.

Where the fare for any Coach, &c. with 4 wheels, amounts to 4s., or for any Car, &c. with two wheels, to 3s., the person or persons hiring the same to be at liberty to detain the same not exceeding one hour, and return again for half fare.

The driver or owner to be at liberty to charge either for time or distance, at his option.

Where any Coach or other carriage, with four wheels or two wheels, shall take up a fare, between the hours of 12 o'clock at night and 7 o'clock in the morning, (which the owner or driver may, at his option, elect or decline to do), such owner or driver shall be entitled to demand and receive double the fares above-mentioned; which fares shall be deemed a compensation for any reasonable luggage\* which the passenger may have with him.

The Omnibus charges are 6d, each to all parts of the town, with 112lbs. of luggage to each person.

This applies both to night and day fares.

## GLASGOW HACKNEY COACH FARES.

### ONE SHILLING FARES.—HALF MILE.

*From the stand at the Cross, to*

Sidney street, Gallowgate—High Church—Royal Exchange—South End of Old Bridge.

*From the stand, foot of Glassford street, to*

Foot of Jamaica street—St. George's Church—York street, Argyll street—Portland street, Carlton Place.

*From the stand, Gallowgate, near Saracen's Head Inn, to* Henrietta street, Gallowgate.

*From the stand, Maxwell street, to*

Mains street, Argyll street—Carlton Place—Brown street, Broomielaw—John street, George street—Renfield street, St. Vincent street.

*From the stand, West George street, near Renfield street to* Woodside street, Garscube road—Oswald street, Broomielaw—Albion street, George street.

*From the stand, south side of George Square, to*

Cowcaddens Toll—North End of Glasgow Bridge—Blythwood Place—North End of Old Bridge.

*From the stand, Steam Boat Quay, to*

Cranston Hill—North End of Glasgow Bridge.

### One Shilling and Sixpence—One mile.

*From the stand at the Cross, to*

St. Rollox, Monkland Canal—Gorbals Church Yard—East End of Sauchiehall road.

*From the stand, foot of Glassford street, to*

Port-Eglington—Clyde street, Broomielaw—Maitland street, Maxwellton place—Cowcaddens.

*From the stand, Gallowgate, near Saracen's Head Inn, to* York street, Argyll street—St. George's Church—Camlachie Toll—Foot of Jamaica street.

*From the stand, Maxwell street, to*

West End of Anderston—Cavalry Barracks—Steam Boat Quay—Port-Dundas road—Infirmary.

*From the stand, West George street, near Renfield street, to* Black Quarry Toll—Port-Eglington, West End of Anderston—South End of Hutcheson Bridge—Port Dundas.

*From the stand, south side of George Square, to* Port Dundas—Monkland Canal Basin—Steam Boat Quay.

*From the Stand, Steam Boat Quay, to* George Square—Hutcheson Bridge—Eglington street.



## Two Shillings and Threepence.

ONE AND HALF MILE.

From the stand at the Cross, to

Botanic Gardens—Sighthill—Port-Eglinton—Steam Boat Quay  
—Rutherglen Bridge.

From the stand, Gallowgate, near Saracen's Head Inn, to  
West End of Anderston—Clyde street, Broomielaw.

From the stand, Maxwell street, to

Sandyford Toll—Black Quarry Toll.

From the stand, West George street, near Renfield street, to  
Sandyford Toll—Whitevale.

From the stand, south side of George Square, to

Botanic Garden—Lodge-my-Loons—Hamilton Hill.

From the stand, Steam Boat Quay, to

Infantry Barracks—Blythswood Place—Kensington Place.

## Two Shillings and Sixpence.

ONE AND THREE-QUARTERS MILE.

From the stand at the Cross, to

Shawfield Toll—Flemington—Port-Eglinton Toll—Sawmillfield.

From the stand, foot of Glassford street, to

Strathbungo—Carnegie Toll—Sighthill—St. George's road.

From the stand, Gallowgate, near Saracen's Head Inn, to

Finnieston road, Dumbarton road—Muirhouse Toll—Sighthill.

From the stand, Maxwell street, to

St. George's road.

From the stand, West George street, near Renfield street, to

Campbellfield, Gallowgate—Strathbungo—Barrowfield Toll.

From the stand, south side of George Square, to

Sighthill—Strathbungo—Shawfield Printfield.

From the stand, Steam Boat Quay, to

Port-Dundas—Garnethill—Green street, Great Hamilton st.

## Southampton Flies.

To or from the Railway Terminus or any of the Hotels, or to  
any part of the town at the following fares:—

|                                                                | 1 H.  | 2 H.  |
|----------------------------------------------------------------|-------|-------|
| FLYS. (Luggage included.)                                      | s. d. | s. d. |
| To the Pier, and all below the Bar                             | 1 0   | 1 6   |
| To any part above Bar, or within the<br>boundaries of the Town | 1 6   | 2 0   |
| To Four-post, Highfield, and Portwood                          | 2 6   | 3 0   |
| Barrowmen and Porters.                                         | s. d. |       |
| To the Pier, and all below the Market                          | 1 0   |       |
| To above the Market, and within the Bar                        | 1 6   |       |
| To above the Bar                                               | 2 0   |       |

## DUBLIN COACH AND CAR FARES.

Note.—All public carriages are under the control of the  
Magistrates of the head office of Police, Exchange Court,  
Royal Exchange, to whom complaints against owners or  
drivers are to be preferred, within fourteen days after the  
offence is committed.

| RATES ACCORDING TO TIME.                                             | From 6 a.m.<br>to 12 Night. |       | From 12 Night<br>to 6 a.m. |       |
|----------------------------------------------------------------------|-----------------------------|-------|----------------------------|-------|
|                                                                      | Coach                       | Car   | Coach                      | Car   |
| A Set down within the public lights,<br>if within the Circular Road  | s. d.                       | s. d. | s. d.                      | s. d. |
| .....                                                                | 1 4                         | 0 10  | 2 0                        | 1 3   |
| Beyond the Circular Road, and with-<br>in the Royal and Grand Canals | 1 6                         | 1 0   | 2 2                        | 1 6   |
| For the first hour                                                   | 2 0                         | 1 3   | 2 0                        | 1 3   |
| For every hour after                                                 | 1 6                         | 0 8   | 2 0                        | 1 3   |
| For twelve hours                                                     | 12 6                        | 7 0   | —                          | —     |

Fares of Carriages plying as stages between Dublin and  
Kingstown:—

For an inside seat in a Coach or Caravan, drawn  
by two or more horses 1 6 |

For an outside seat on same 0 8 |

Those carriages cannot be compelled to leave Kingstown  
road, except by private agreement.

All carriages to travel at the rate of five miles per hour, at  
the least.

Carriages are deemed on their stand wherever met, provided  
they be not at the time actually engaged.

A set-down implies going to any of the places, rated, and  
returning with the employer, provided there be not a delay of  
more than fifteen minutes.

If there be a delay of more than fifteen minutes caused by  
the employer at any place rated, the driver may charge the set-  
down there, and for every half-hour after, at the same rate as  
if taken by the hour.

Drivers of carriages or cars have the choice of being paid either the  
fare to any of the places rated, or by the hour; but in no case to exceed a  
day's fare.

Each carriage or car to carry four grown persons and 30lbs. of luggage,  
or a child on the lap, and no more, except by agreement with the driver.

The owners and drivers of carriages and cars are required by the  
Magistrates to have a book of the fares always with them when employed  
by the public, to produce to them for their information, and any driver  
neglecting to have such book of fares, or refusing to produce it when de-  
manded, by the person hiring the same, is liable to a penalty of twenty  
shillings.

# TABLE

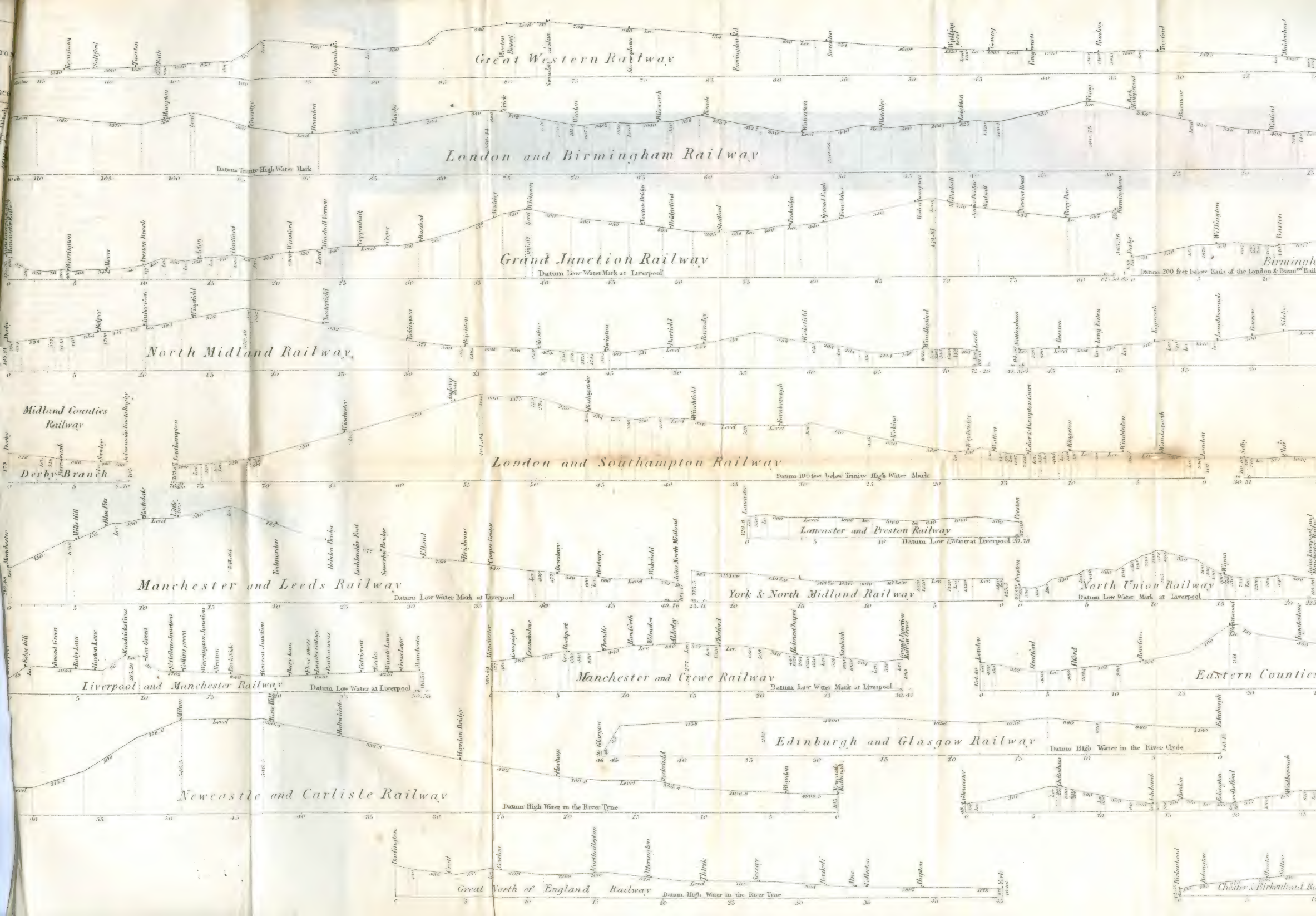
## OF THE LATITUDES AND LONGITUDES,

And consequent Difference of Time, in *minutes* and *seconds*, compared with GREENWICH, of some of the principal Towns and Ports in the Empire; from which also the difference of time at any two places named in the Table, may readily be found.

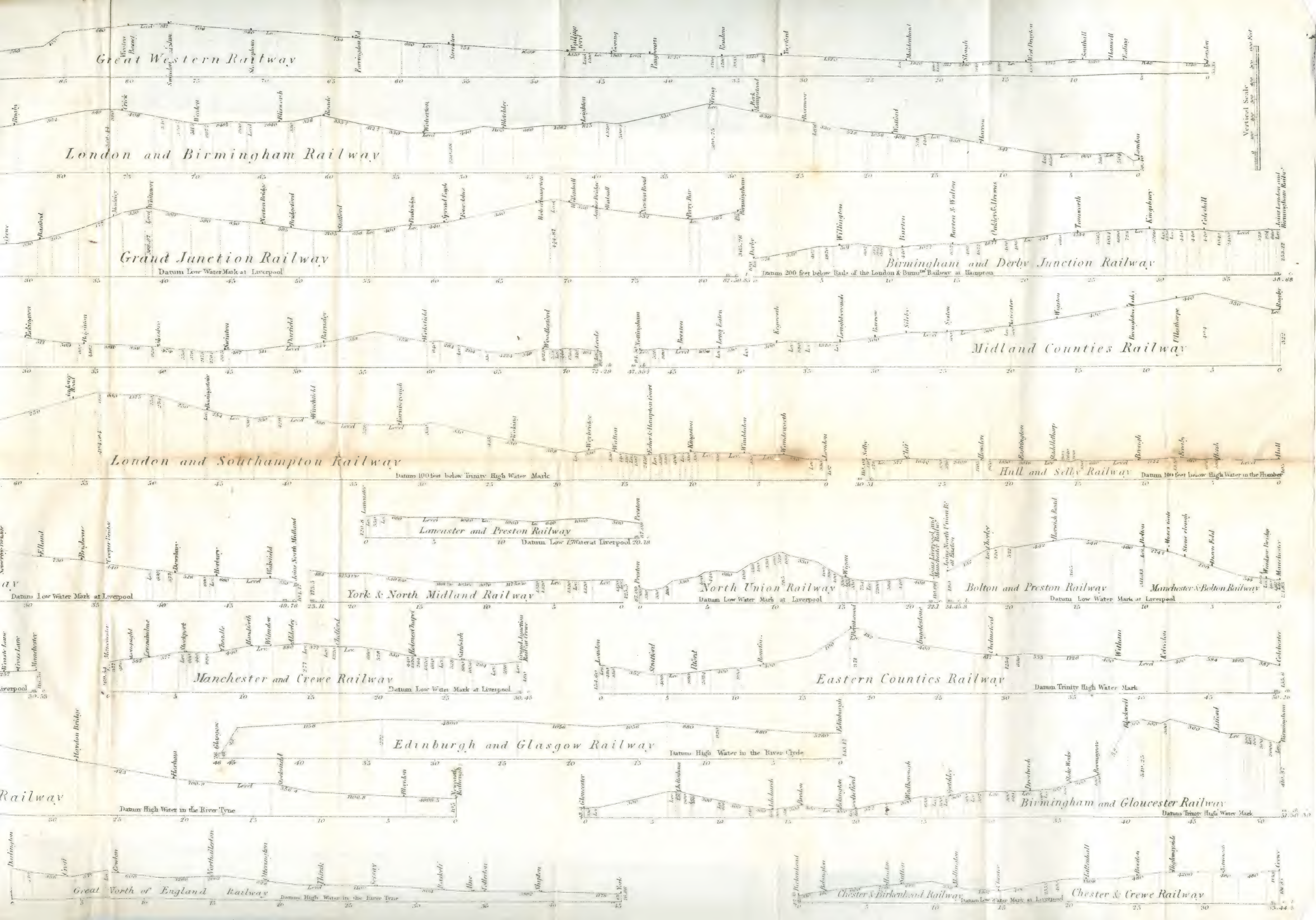
### ENGLAND AND WALES.

| Names of Places, &c.   | Latitude N. |    | Longitude |      | Time, fast or slow<br>as compared<br>with Greenwich |
|------------------------|-------------|----|-----------|------|-----------------------------------------------------|
|                        | °           | '  | °         | '    |                                                     |
| Bangor .. ..           | 53          | 14 | 4         | 6 w  | 16 24 slow                                          |
| Barnsley .. ..         | 53          | 34 | 1         | 32 w | 6 8 slow                                            |
| Bath .. ..             | 51          | 23 | 2         | 22 w | 9 28 slow                                           |
| Beirwick .. ..         | 55          | 47 | 2         | 0 w  | 8 0 slow                                            |
| Birmingham ..          | 52          | 30 | 1         | 53 w | 7 32 slow                                           |
| Bolton .. ..           | 53          | 35 | 2         | 26 w | 9 44 slow                                           |
| Bridgewater ..         | 51          | 8  | 2         | 59 w | 11 56 slow                                          |
| Brighton .. ..         | 50          | 50 | 0         | 8 w  | 0 32 slow                                           |
| Bradford, York ..      | 53          | 48 | 1         | 47 w | 7 8 slow                                            |
| Bristol .. ..          | 51          | 27 | 2         | 35 w | 10 20 slow                                          |
| Buxton .. ..           | 53          | 15 | 1         | 55 w | 7 40 slow                                           |
| Cambridge .. ..        | 52          | 13 | 0         | 6 E  | 0 24 fast                                           |
| Canterbury .. ..       | 51          | 18 | 1         | 4 E  | 4 16 fast                                           |
| Carlisle .. ..         | 54          | 53 | 2         | 54 w | 11 36 slow                                          |
| Cheltenham .. ..       | 51          | 54 | 2         | 4 w  | 8 16 slow                                           |
| Chester .. ..          | 53          | 11 | 2         | 53 w | 11 32 slow                                          |
| Coventry .. ..         | 52          | 24 | 1         | 30 w | 6 0 slow                                            |
| Croydon .. ..          | 51          | 23 | 0         | 7 E  | 0 28 fast                                           |
| Darlington .. ..       | 54          | 32 | 1         | 34 w | 6 16 slow                                           |
| Derby .. ..            | 52          | 56 | 1         | 28 w | 5 52 slow                                           |
| Dover .. ..            | 51          | 8  | 1         | 18 E | 5 12 fast                                           |
| Dungeness Lt. house .. | ..          | .. | 0         | 58 E | 3 52 fast                                           |
| Durham .. ..           | ..          | .. | 1         | 30 w | 6 0 slow                                            |
| Eddystone Lt. house .. | 50          | 11 | 4         | 17 w | 17 8 slow                                           |
| Exeter .. ..           | 50          | 43 | 3         | 32 w | 14 8 slow                                           |
| Falmouth .. ..         | 50          | 9  | 5         | 4 w  | 20 16 slow                                          |
| Gloucester .. ..       | 51          | 52 | 2         | 14 w | 8 56 slow                                           |
| Halifax .. ..          | 53          | 44 | 1         | 52 w | 7 28 slow                                           |
| Holyhead .. ..         | 53          | 19 | 4         | 38 w | 18 32 slow                                          |
| Hull .. ..             | 53          | 45 | 0         | 20 w | 1 20 slow                                           |
| Ipswich .. ..          | 52          | 4  | 1         | 8 E  | 4 32 fast                                           |
| Lancaster .. ..        | 54          | 3  | 2         | 47 w | 11 8 slow                                           |











# ENGLAND AND WALES.

| Names of Places, &c. | Latitude N. | Longitude | Time, fast or slow<br>as compared<br>with Greenwich |
|----------------------|-------------|-----------|-----------------------------------------------------|
|                      |             |           | MIN. SEC.                                           |
| Land's End ..        | 50 5        | 5 43 w    | 22 52 slow                                          |
| Leeds .. ..          | 53 48       | 1 34 w    | 6 16 slow                                           |
| Leicester .. ..      | 52 38       | 1 8 w     | 4 32 slow                                           |
| Lincoln .. ..        | 53 14       | 0 33 w    | 2 12 slow                                           |
| Liverpool .. ..      | 53 25       | 2 59 w    | 11 56 slow                                          |
| Lizard Light ..      | 49 57       | 5 13 w    | 20 52 slow                                          |
| London, Saint Paul's | 51 31       | 0 5 w     | 0 22 slow                                           |
| Macclesfield ..      | 53 16       | 2 8 w     | 8 32 slow                                           |
| Manchester ..        | 53 29       | 2 13 w    | 8 52 slow                                           |
| Merthyr Tydvil ..    | 51 44       | 3 22 w    | 13 28 slow                                          |
| Newcastle-on-Tyne    | 54 59       | 1 37 w    | 6 28 slow                                           |
| Northampton ..       | 52 14       | 0 54 w    | 3 36 slow                                           |
| Norwich .. ..        | 52 38       | 1 18 e    | 5 12 fast                                           |
| Nottingham ..        | 52 58       | 1 9 w     | 4 36 slow                                           |
| Oxford .. ..         | 51 45       | 1 15 w    | 5 1 slow                                            |
| Plymouth .. ..       | 50 23       | 4 7 w     | 16 29 slow                                          |
| Portsmouth ..        | 50 47       | 1 6 w     | 4 24 slow                                           |
| Preston .. ..        | 53 46       | 2 41 w    | 10 44 slow                                          |
| Ramsgate .. ..       | 51 21       | 1 24 e    | 5 36 fast                                           |
| Rochdale .. ..       | 53 37       | 2 9 w     | 8 36 slow                                           |
| Rugby .. ..          | 52 22       | 1 15 w    | 5 0 slow                                            |
| Scarborough ..       | 54 17       | 24 w      | 1 36 slow                                           |
| Selby .. ..          | 53 47       | 1 3 w     | 4 12 slow                                           |
| Shields .. ..        | 55 0        | 1 26 w    | 5 44 slow                                           |
| Sheffield .. ..      | 53 23       | 1 30 w    | 6 0 slow                                            |
| Southampton ..       | 50 54       | 1 24 w    | 5 36 slow                                           |
| Stafford .. ..       | 52 48       | 2 7 w     | 8 28 slow                                           |
| Stockport .. ..      | 53 25       | 2 9 w     | 8 36 slow                                           |
| Stockton-on-Tees     | 54 34       | 1 19 w    | 5 16 slow                                           |
| Sunderland ..        | 54 55       | 1 23 w    | 5 32 slow                                           |
| Wakefield ..         | 53 41       | 1 32 w    | 6 8 slow                                            |
| Wigan .. ..          | 53 33       | 2 38 w    | 9 52 slow                                           |
| Winchester ..        | 51 4        | 1 19 w    | 5 16 slow                                           |
| Windsor .. ..        | 51 29       | 0 37 w    | 2 28 slow                                           |
| Wolverhampton        | 52 35       | 2 8 w     | 8 32 slow                                           |
| Worcester .. ..      | 52 12       | 2 13 w    | 8 52 slow                                           |
| Yarmouth .. ..       | 52 36       | 1 46 e    | 7 4 fast                                            |
| York .. ..           | 53 58       | 1 6 w     | 4 24 slow                                           |
| ISLE OF MAN.         |             |           |                                                     |
| Douglas .. ..        | 54 11       | 4 30 w    | 18 0 slow                                           |

m Morning.

a Afternoon.

QUARTERLY  
TERMS.

| NEW MOON  | 1st day | SUNDAY | 2nd day | MONDAY | 3rd day | TUESDAY | 4th day | WEDNESDAY | 5th day | THURSDAY | 6th day | FRIDAY | 7th day | SATURDAY |
|-----------|---------|--------|---------|--------|---------|---------|---------|-----------|---------|----------|---------|--------|---------|----------|
| 1st Month | S       | M      | T       | W      | T       | F       | S       |           |         |          |         |        |         |          |

|           |    |    |    |    |    |    |    |  |  |  |  |  |  |  |
|-----------|----|----|----|----|----|----|----|--|--|--|--|--|--|--|
| JAN.      | S  | M  | T  | W  | T  | F  | S  |  |  |  |  |  |  |  |
| 1st Month | S  | M  | T  | W  | T  | F  | S  |  |  |  |  |  |  |  |
| 1,3,21a   | 5  | 6  | 7  | 8  | 9  | 10 | 11 |  |  |  |  |  |  |  |
| 8,7,13m   | 12 | 13 | 14 | 15 | 16 | 17 | 18 |  |  |  |  |  |  |  |
| 15,8,51m  | 19 | 20 | 21 | 22 | 23 | 24 | 25 |  |  |  |  |  |  |  |
| 23,2,20a  | 26 | 27 | 28 | 29 | 30 | 31 |    |  |  |  |  |  |  |  |
| 31,1,56m  |    |    |    |    |    |    |    |  |  |  |  |  |  |  |

|          |    |    |    |    |    |    |    |  |  |  |  |  |  |  |
|----------|----|----|----|----|----|----|----|--|--|--|--|--|--|--|
| FEB.     | S  | M  | T  | W  | T  | F  | S  |  |  |  |  |  |  |  |
| 2d Month | S  | M  | T  | W  | T  | F  | S  |  |  |  |  |  |  |  |
| 6,6,35a  | 2  | 3  | 4  | 5  | 6  | 7  | 8  |  |  |  |  |  |  |  |
| 14,5,0m  | 9  | 10 | 11 | 12 | 13 | 14 | 15 |  |  |  |  |  |  |  |
| 22,6,46m | 16 | 17 | 18 | 19 | 20 | 21 | 22 |  |  |  |  |  |  |  |
|          | 23 | 24 | 25 | 26 | 27 | 28 | 29 |  |  |  |  |  |  |  |

|           |    |    |    |    |    |    |    |  |  |  |  |  |  |  |
|-----------|----|----|----|----|----|----|----|--|--|--|--|--|--|--|
| MARCH     | S  | M  | T  | W  | T  | F  | S  |  |  |  |  |  |  |  |
| 3rd Month | S  | M  | T  | W  | T  | F  | S  |  |  |  |  |  |  |  |
| 1,10,14m  | 2  | 3  | 4  | 5  | 6  | 7  | 8  |  |  |  |  |  |  |  |
| 8,6,36m   | 9  | 10 | 11 | 12 | 13 | 14 | 15 |  |  |  |  |  |  |  |
| 16,1,56m  | 16 | 17 | 18 | 19 | 20 | 21 | 22 |  |  |  |  |  |  |  |
| 23,8,19a  | 23 | 24 | 25 | 26 | 27 | 28 | 29 |  |  |  |  |  |  |  |
| 30,5,0a   | 30 | 31 |    |    |    |    |    |  |  |  |  |  |  |  |

|           |    |    |    |    |    |    |    |  |  |  |  |  |  |  |
|-----------|----|----|----|----|----|----|----|--|--|--|--|--|--|--|
| APRIL     | S  | M  | T  | W  | T  | F  | S  |  |  |  |  |  |  |  |
| 4th Month | S  | M  | T  | W  | T  | F  | S  |  |  |  |  |  |  |  |
| 6,7,40a   | 6  | 7  | 8  | 9  | 10 | 11 | 12 |  |  |  |  |  |  |  |
| 14,9,23a  | 13 | 14 | 15 | 16 | 17 | 18 | 19 |  |  |  |  |  |  |  |
| 22,7,12m  | 20 | 21 | 22 | 23 | 24 | 25 | 26 |  |  |  |  |  |  |  |
| 28,11,20a | 27 | 28 | 29 | 30 |    |    |    |  |  |  |  |  |  |  |

|           |    |    |    |    |    |    |    |  |  |  |  |  |  |  |
|-----------|----|----|----|----|----|----|----|--|--|--|--|--|--|--|
| MAY       | S  | M  | T  | W  | T  | F  | S  |  |  |  |  |  |  |  |
| 5th Month | S  | M  | T  | W  | T  | F  | S  |  |  |  |  |  |  |  |
| 6,9,58m   | 4  | 5  | 6  | 7  | 8  | 9  | 10 |  |  |  |  |  |  |  |
| 14,2,9m   | 11 | 12 | 13 | 14 | 15 | 16 | 17 |  |  |  |  |  |  |  |
| 21,3,58a  | 18 | 19 | 20 | 21 | 22 | 23 | 24 |  |  |  |  |  |  |  |
| 28,6,25m  | 25 | 26 | 27 | 28 | 29 | 30 | 31 |  |  |  |  |  |  |  |

|           |    |    |    |    |    |    |    |  |  |  |  |  |  |  |
|-----------|----|----|----|----|----|----|----|--|--|--|--|--|--|--|
| JUNE      | S  | M  | T  | W  | T  | F  | S  |  |  |  |  |  |  |  |
| 6th Month | S  | M  | T  | W  | T  | F  | S  |  |  |  |  |  |  |  |
| 5,1,8a    | 8  | 9  | 10 | 11 | 12 | 13 | 14 |  |  |  |  |  |  |  |
| 13,3,43m  | 15 | 16 | 17 | 18 | 19 | 20 | 21 |  |  |  |  |  |  |  |
| 19,11,18a | 22 | 23 | 24 | 25 | 26 | 27 | 28 |  |  |  |  |  |  |  |
| 26,3,27a  | 29 | 30 |    |    |    |    |    |  |  |  |  |  |  |  |

| LADY'S 25th MAR | MIDS. 24 JUNE | MICH. 29 SEPT | CHRIS. 25 DEC. |
|-----------------|---------------|---------------|----------------|
| 1st day         | 2nd day       | 3rd day       | 4th day        |
| SUNDAY          | MONDAY        | TUESDAY       | WEDNESDAY      |
| THURSDAY        | FRIDAY        | SATURDAY      | SUNDAY         |

|           |    |    |    |    |    |    |    |  |  |  |  |  |  |  |
|-----------|----|----|----|----|----|----|----|--|--|--|--|--|--|--|
| JULY      | S  | M  | T  | W  | T  | F  | S  |  |  |  |  |  |  |  |
| 7th Month | S  | M  | T  | W  | T  | F  | S  |  |  |  |  |  |  |  |
| 4,4,30a   | 6  | 7  | 8  | 9  | 10 | 11 | 12 |  |  |  |  |  |  |  |
| 12,2,22a  | 13 | 14 | 15 | 16 | 17 | 18 | 19 |  |  |  |  |  |  |  |
| 19,6,31m  | 20 | 21 | 22 | 23 | 24 | 25 | 26 |  |  |  |  |  |  |  |
| 26,3,20m  | 27 | 28 | 29 | 30 | 31 |    |    |  |  |  |  |  |  |  |

|           |    |    |    |    |    |    |    |  |  |  |  |  |  |  |
|-----------|----|----|----|----|----|----|----|--|--|--|--|--|--|--|
| AUG.      | S  | M  | T  | W  | T  | F  | S  |  |  |  |  |  |  |  |
| 8th Month | S  | M  | T  | W  | T  | F  | S  |  |  |  |  |  |  |  |
| 3,3,7,25m | 3  | 4  | 5  | 6  | 7  | 8  | 9  |  |  |  |  |  |  |  |
| 10,10,41a | 10 | 11 | 12 | 13 | 14 | 15 | 16 |  |  |  |  |  |  |  |
| 17,1,17a  | 17 | 18 | 19 | 20 | 21 | 22 | 23 |  |  |  |  |  |  |  |
| 24,6,27a  | 24 | 25 | 26 | 27 | 28 | 29 | 30 |  |  |  |  |  |  |  |
|           | 31 |    |    |    |    |    |    |  |  |  |  |  |  |  |

|           |    |    |    |    |    |    |    |  |  |  |  |  |  |  |
|-----------|----|----|----|----|----|----|----|--|--|--|--|--|--|--|
| SEPT.     | S  | M  | T  | W  | T  | F  | S  |  |  |  |  |  |  |  |
| 9th Mon.  | S  | M  | T  | W  | T  | F  | S  |  |  |  |  |  |  |  |
| 1,9,35a   | 7  | 8  | 9  | 10 | 11 | 12 | 13 |  |  |  |  |  |  |  |
| 9,5,24m   | 14 | 15 | 16 | 17 | 18 | 19 | 20 |  |  |  |  |  |  |  |
| 15,10,13a | 21 | 22 | 23 | 24 | 25 | 26 | 27 |  |  |  |  |  |  |  |
| 23,0,26a  | 28 | 29 | 30 |    |    |    |    |  |  |  |  |  |  |  |

|           |    |    |    |    |    |    |    |  |  |  |  |  |  |  |
|-----------|----|----|----|----|----|----|----|--|--|--|--|--|--|--|
| OCT.      | S  | M  | T  | W  | T  | F  | S  |  |  |  |  |  |  |  |
| 10th Mon. | S  | M  | T  | W  | T  | F  | S  |  |  |  |  |  |  |  |
| 1,10,59m  | 5  | 6  | 7  | 8  | 9  | 10 | 11 |  |  |  |  |  |  |  |
| 8,11,31m  | 12 | 13 | 14 | 15 | 16 | 17 | 18 |  |  |  |  |  |  |  |
| 15,9,56m  | 19 | 20 | 21 | 22 | 23 | 24 | 25 |  |  |  |  |  |  |  |
| 23,8,14m  | 26 | 27 | 28 | 29 | 30 | 31 |    |  |  |  |  |  |  |  |
| 30,11,42a |    |    |    |    |    |    |    |  |  |  |  |  |  |  |

|           |    |    |    |    |    |    |    |  |  |  |  |  |  |  |
|-----------|----|----|----|----|----|----|----|--|--|--|--|--|--|--|
| NOV.      | S  | M  | T  | W  | T  | F  | S  |  |  |  |  |  |  |  |
| 11th Mon. | S  | M  | T  | W  | T  | F  | S  |  |  |  |  |  |  |  |
| 6,6,15a   | 2  | 3  | 4  | 5  | 6  | 7  | 8  |  |  |  |  |  |  |  |
| 14,0,55m  | 9  | 10 | 11 | 12 | 13 | 14 | 15 |  |  |  |  |  |  |  |
| 22,4,26m  | 16 | 17 | 18 | 19 | 20 | 21 | 22 |  |  |  |  |  |  |  |
| 29,11,41m | 23 | 24 | 25 | 26 | 27 | 28 | 29 |  |  |  |  |  |  |  |
|           | 30 |    |    |    |    |    |    |  |  |  |  |  |  |  |

|           |    |    |    |    |    |    |    |  |  |  |  |  |  |  |
|-----------|----|----|----|----|----|----|----|--|--|--|--|--|--|--|
| DEC.      | S  | M  | T  | W  | T  | F  | S  |  |  |  |  |  |  |  |
| 12th Mon. | S  | M  | T  | W  | T  | F  | S  |  |  |  |  |  |  |  |
| 6,6,25m   | 7  | 8  | 9  | 10 | 11 | 12 | 13 |  |  |  |  |  |  |  |
| 13,6,43a  | 14 | 15 | 16 | 17 | 18 | 19 | 20 |  |  |  |  |  |  |  |
| 21,11,27a | 21 | 22 | 23 | 24 | 25 | 26 | 27 |  |  |  |  |  |  |  |
| 28,10,53a | 28 | 29 | 30 | 31 |    |    |    |  |  |  |  |  |  |  |

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